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is bad at any time; but
where your eyes are
concerned, delay may
be injurious.

N. LAZARUS
OPHTHALMIC OPTICIAN.
2, Queen's Road Central, Hongkong.

The China Mail

JEYES



By Royal Appointment
THE BEST
DISINFECTANT.

August 4, 1920, Temperature 79.

Rainfall 0.47 inch.

Humidity 93.

August 4, 1920, Temperature 54.

No. 18,020

三拜禮

號四廿八年十二百九千一

HONGKONG, WEDNESDAY, AUGUST 4, 1920.

日七二月六申庚

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MILD, MELLOW, MATURED.

Pre-war high quality still maintained.

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(THE EUROPEAN GARAGE)
CARS FOR HIRE IN HONGKONG AND KOWLOON.
Agents in South China for—

Hudson, Essex, Dodge Brothers and Siddeley-
Armstrong Motor Cars, Denby Motor Trucks
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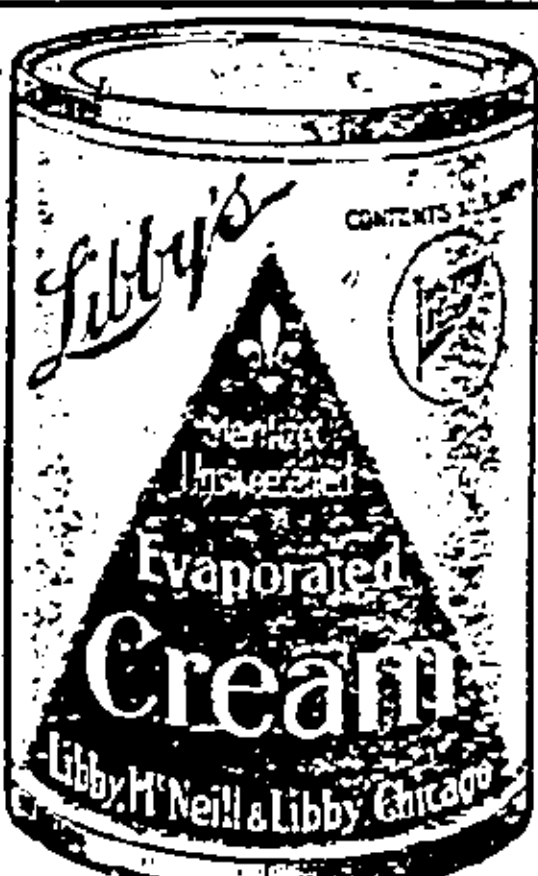
(From 1st to 15th August, 1920)

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At Extremely Moderate Prices.



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Pure, Rich, Always Ready. Makes
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Stocks Complete.

PRICES MODERATE.

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60, Des Voeux Road, CENTRAL.

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ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 616.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH RESISTANCE STIFFENING.

POLES STATE ARMISTICE CONDITIONS.

ALLIES OPPOSE DELAY.

LONDON, August 2.
The report that the Polish resistance is stiffening is supported by the latest Polish communique which states that fighting in the regions of Brody and Toporowo is proceeding in favour of the Poles. The Bolsheviks suffered heavy losses in the latter region. The Chief-of-Staff of the Bolshevik cavalry was killed. The Poles repulsed all attacks on the Sereth. The situation on the other fronts is stationary.

NO DISARMAMENT.
The Times correspondent at Warsaw, states that Daszynski, Vice-President of the Polish Ministry and leader of the Socialist Party, interviewed, declared that the Polish conditions for an armistice were the independence of Poland, no interference in the internal affairs of Poland by the Bolsheviks, no disarmament, and the establishment of the old frontier by congress in Poland, though Poland would accept a line occupied by the armies when the armistice was signed. There is reason to believe that the Allies do not intend to allow the Bolsheviks to protract the armistice negotiations unduly.

VOLUNTEERS ARRIVE.

Berlin, August 2.
The Berliner Tageblatt's correspondent in East Prussia telegraphs that the Polish retreat has slowed down. They have taken up positions on the river Narew as far as Metrolenka. The stiffening of their resistance is ascribed to the arrival of the first large batch of volunteers. Bolshevik infantry in the vicinity of Lodza, supported by Budanny's cavalry in the centre, is moving towards Warsaw. Although the Russian cavalry has not used the East Prussian frontier, recruiting for the Red Army has begun. Prospective recruits must have belonged to one of the Socialist parties since the revolution.

POLISH CAPITAL MENACED.

A German wireless message states that Brest Litovsk has been captured. The Times Warsaw correspondent says that the Polish Armistice Commission, headed by General Romer, has arrived at Baranovitchi, having been delayed by a broken railway bridge. The Soviet delegates are reported as being relieved to see the Poles. Marshal Pilsudski and French officers are guiding the defence of Lemberg. The Morning Post Warsaw correspondent says that the Polish defence has stiffened owing to the menace to the capital which is completely girdled by trenches and entanglements. The newspapers are preparing the public for the arrival of the Bolsheviks.

BRITONS AND AMERICANS JOIN POLISH ARMY.

WARSAW, August 3.
Numerous Britishers and Americans, including many officers, have joined the Polish army.

PRINCE TO VISIT SAMOA.

WELLINGTON, August 2.
The Premier has announced that the Prince of Wales will visit Samoa on his homeward journey.

[The British Samoan Islands (area 1,050 square miles, population 34,500) were captured from Germany during the war and were allocated to New Zealand by the League of Nations. The islands are famous for their association with R. L. Stevenson who is buried at Valima.]

MEXICAN EVENTS

REBEL LEADERS SURRENDER UNCONDITIONALLY.

MEXICO CITY, August 2.
Huerta has announced that the 27th article of the constitutional law controlling oil properties will be maintained in spite of outside interests. The rebel leaders Larraga and Martinez have surrendered unconditionally.

QUESTIONS IN PARLIAMENT.

NEVER CONSENT TO INDEPENDENT IRISH REPUBLIC.

THE JULY CASUALTIES.

LONDON, August 2.
In the House of Commons at question time, Mr. Lloyd George stated that during July, 15 policemen, 4 soldiers, and 3 civilians had been killed, while 30 policemen, 22 soldiers, and 5 civilians had been wounded in Ireland.

Replying to Commr. Kenworthy, Mr. Lloyd George stated that the Government had not considered the possibility of negotiating with the Sinn Feiners on the basis of the proposal of De Valera in Washington that Ireland should be given independence similarly to Cuba. The proposal would involve the acceptance of an independent republic in Ireland to which the Government would never consent.

BRITISH PRISONERS AT BAKU.

Replying to Mr. Ronald McNeill, Mr. Lloyd George said that the British representative at Tiflis had sent letters, parcels, and money to the British prisoners at Baku and was now negotiating with the Bolshevik representative at Tiflis for their release. The report of a massacre of some of the prisoners had not been confirmed.

INDIAN AGITATOR DEAD.

BOMBAY, August 2.
The death is announced of Bal Gangadhar Tilap. [Tilap was the Indian agitator who was responsible for the Bombay riots in 1915, which followed his deportation to the Andaman Islands. He was subsequently repatriated.]

SOVIET DELEGATION IN BRITAIN.

LONDON, August 2.
It transpires that Karpoff, a member of the Soviet political delegation, has arrived in London. Krassin and the members of the trade delegation have arrived at Newcastle.

THE DOLLAR.

To-day's closing rate 4 1/2
To-day's opening rate 4 1/2

SPECIAL CABLES.

FLIGHT TO AUSTRALIA.

LIEUT. PARER SUCCEEDS.

[China Mail Special]

SINGAPORE, Aug. 4.
Lieutenant Parer has arrived at Port Darwin from Java after an 8-hour non-stop flight.

JAVA VOLCANO.

NOW IN ERUPTION.

[China Mail Special]

SINGAPORE, Aug. 4.
Merapi, a volcano in mid-Java, is erupting.

DOMESTIC TRIBULATIONS.

HUSBAND AND PRETTY SERVANT.

JEALOUS WIFE ENRAGED.

A Chinese woman engaged another woman to help her put her house in order in preparation for the marriage of her son. She allowed the younger woman to sleep in the house, but before many days the master began to pay "too much" attention to the pretty new servant, who did not object, but rather seemed to encourage him. One day the wife went out and returning rather unexpectedly, caught her husband "carrying on" with the servant. There was a "scene" and the servant was turned out. Yesterday, the women met in Fanning Street. The sight of the temptress proved too much for the wronged wife, who started to call her names. An amused crowd gathered, and their laughter excited the quarrelling women who were soon scratching and pulling each other's hair. A lunkong made his appearance and the crowd dispersed. The constable took the women into custody and removed them to the Police Station where they were kept in cells for several hours and eventually bailed out by their friends.

This morning the women appeared before Magistrate Smith to answer a charge of having been disorderly by fighting.

They both tried to speak at the same time, and were with much difficulty, called to order.

Eventually, after evidence had been heard, and the women had had their say, the Magistrate bound them over in the sum of \$50 each to keep the peace for six months.

POCKET BOOK LOST.

THEFT CHARGE FAILS.

Mr. J. P. da Rosa, a Portuguese passenger by the s.s. "Victoria," this morning charged a Chinese member of the crew of a passenger launch, with the theft of his pocket book containing \$33 in Hongkong money and eight one-shilling notes.

The defendant pleaded "not guilty."

The complainant said that on the arrival of the "Victoria" in port yesterday, the defendant came on board and offered to take him and his luggage ashore. He refused saying that he had friends coming to take him ashore.

In spite of this explanation, the defendant persisted in having the complainant engage his launch, and without complainant's permission took his luggage aboard.

The complainant and his friends had much difficulty in taking the things back and transferring them to complainant's launch.

When in the other launch, the complainant discovered that his pocket book had been removed from his hip-pocket.

Suspecting the defendant, he had him arrested on arrival ashore. The complainant admitted that when the defendant was searched, his pocket book was not found on him. He was sure, however, that it was in his hip-pocket when he boarded the defendant's launch, and it must have been stolen while he was engaged in reclaiming his luggage.

Remarking that the pocket book might have fallen into the water, the Magistrate said that there was insufficient evidence to convict the defendant and discharged him.

Beginning August 15, WALLA WALLA BOATS will call on all ships flying the call flag "ZED."

BUSINESS NOTICES

J. T. SHAW

— GREAT SALE IN —

OUTFITTING DEPARTMENT

— COMMENCING —

AUGUST 2nd

FOR ONE WEEK ONLY.

REMARKABLE BARGAINS

— IN —

Underwear, Sun Hats, Belts, Socks,
Straw Hats, Bathing Costumes,
Garters, Neckwear, Shirts,
Etc., Etc.

EVERYTHING REDUCED

— CASH ONLY —

NEXT DOOR HONGKONG HOTEL

THE PHARMACY

(FLETCHER & CO.)
QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF
ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.

French Firm, Established 1863.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC Co. (of China), Ltd.

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Telegrams, "Sparkless." Telephone 518
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(BRANCHES AT HANKOW, DAIREN AND
TIENTSIN.)

Representatives Throughout China for and affiliated with

THE GENERAL ELECTRIC CO., LTD., LONDON.

Wilton Engineering Works, Birmingham.

(Electrical Plant, Motors, Dynamoes, Switch Gears, etc.)

Oran: Robertson Electric Lamp Co., Ltd., London.

(Lamps, Globes, and Carbon Filament Lamps, Incandescent Lamps.)

Fraser & Chalmers Engineering Works, Ltd., Edin.

(Steam Turbine Sets, Cooling and Mining Plants.)

Pirelli General Cable Works, Southern Italy.

(Cables, Wires, Flexible Cables, etc.)

Chamberlain & Hookham, Ltd., Birmingham.

(Motors for House Service, Power and Traction Purposes.)

Salford Electrical Co., Ltd., Manchester.

(Electrical Instruments of All Descriptions.)

Ford-Compton Telephone Works, Ltd., Coventry.

(Complete Telephone Installations, Switch Board, Telephones.)

Comer Magnetos & Ignition Co., Ltd., Coventry.

(Magnetos for Cars and Aeroplanes.)

Express Ltd., Co., Ltd., London.

(Electric Passenger & Cargo Lifts.)

Freese and Carbon Works, Birmingham.

(Electric Fans, Small-power Motors, Carbon Brushes.)

Art Metal and Steel Conduit Works, Birmingham.

(Lighting Fixtures, Steel Conduits and Accessories.)

LARGE STOCKS CARRIED IN CHINA OF ALL ELECTRICAL MATERIALS
AND ELECTRICAL MACHINERY.

CALDBECK'S MANHATTAN

VERMOUTH
GIN

COCKTAIL

CALDBECK, MACGREGOR & CO., LD.
15, QUEEN'S ROAD CENTRAL.



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MULTIPLE ENGINED BIPLANES

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PEKING SYNDICATE LTD.,

Peking

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS

Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 6, 1920,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

A Quantity of Fine Teakwood and Blackwood Furniture.

Teakwood:—Chesterfield and tapestry covered couches, easy chairs, writing tables, bookcases, Lady's desks, music stand, medicine chests, sideboard, dinner wagon, dressing tables, marble top washstands, chest of drawers, wardrobes, bedsteads, occasional tables etc., etc.

Blackwood:—Curio cabinet, oval table, stools, sofa, armchair, corner chair, opium stools, high marble top tables, flower stands, dressing table with mirror and marble top, music stool etc., etc.

Also

Double & Single iron bedsteads, carpets, rugs.

And

1 Large Enamelled Bath,

1 Enamelled Wash Basin,

1 Oval Mirror,

1 Autopiano with records and record cabinets.

On view from Tuesday, the 3rd August, 1920.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, August 2, 1920.

PUBLIC AUCTION.

S. S. "WING HANG"

NOTICE IS HEREBY GIVEN THAT THE STEAMSHIP "WING HANG" as she lies near Shamshuipo in the Harbour of Hongkong.

Will be sold by

Order of the Mortgagees

by

PUBLIC AUCTION,

on

TUESDAY, the 10th day of August, 1920,

at 12 o'clock Noon,

by

Messrs. LAMMERT BROS., Auctioneers,

at their Auction Rooms in Duddell Street.

The Ship is a Chinese Ship registered at Canton.

Her dimensions and tonnage are approximately as follows,

Length—140 ft. 1 inch REGISTERED TONNAGE—

Breadth—25 ft. 3 inches Gross—142

Depth—9 ft. 6 inches Net—204

and her speed is about 10 knots.

For further particulars and conditions of sale apply to

Messrs. WILKINSON & GRIST,

9, Queen's Road Central,

or to

Messrs. LAMMERT BROS., Duddell Street, Auctioneers.

Hongkong, July 30, 1920.

Burglar and Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of

Milner's Safes.

LAMMERT BROS., Duddell Street.

MESSAGE HALL

Conducting from Nagasaki Messengers.

Mrs. HAN INOKUCHI

Phone No. 1864. 14, Stanley Street, 1st Floor.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

INTIMATIONS.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOEY CARLIS' GOLDEN PLECE MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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No. 67 & 69, Cross Street, Hongkong.

Telephone No. 1228.

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Just received

A New Supply of

WAR and ARMISTICE

STAMPS.

Many varieties and values of

NEW EUROPE

also

CATALOGUES and ALBUMS

for sale.

GRACA & CO.,

No. 10, Wyndham Street,

P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE

TO

ORDER

CHERRY & CO.,

FEEDER STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY,

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

For further particulars and conditions of sale apply to

Messrs. WILKINSON & GRIST,

9, Queen's Road Central,

or to

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Hongkong, July 30, 1920.

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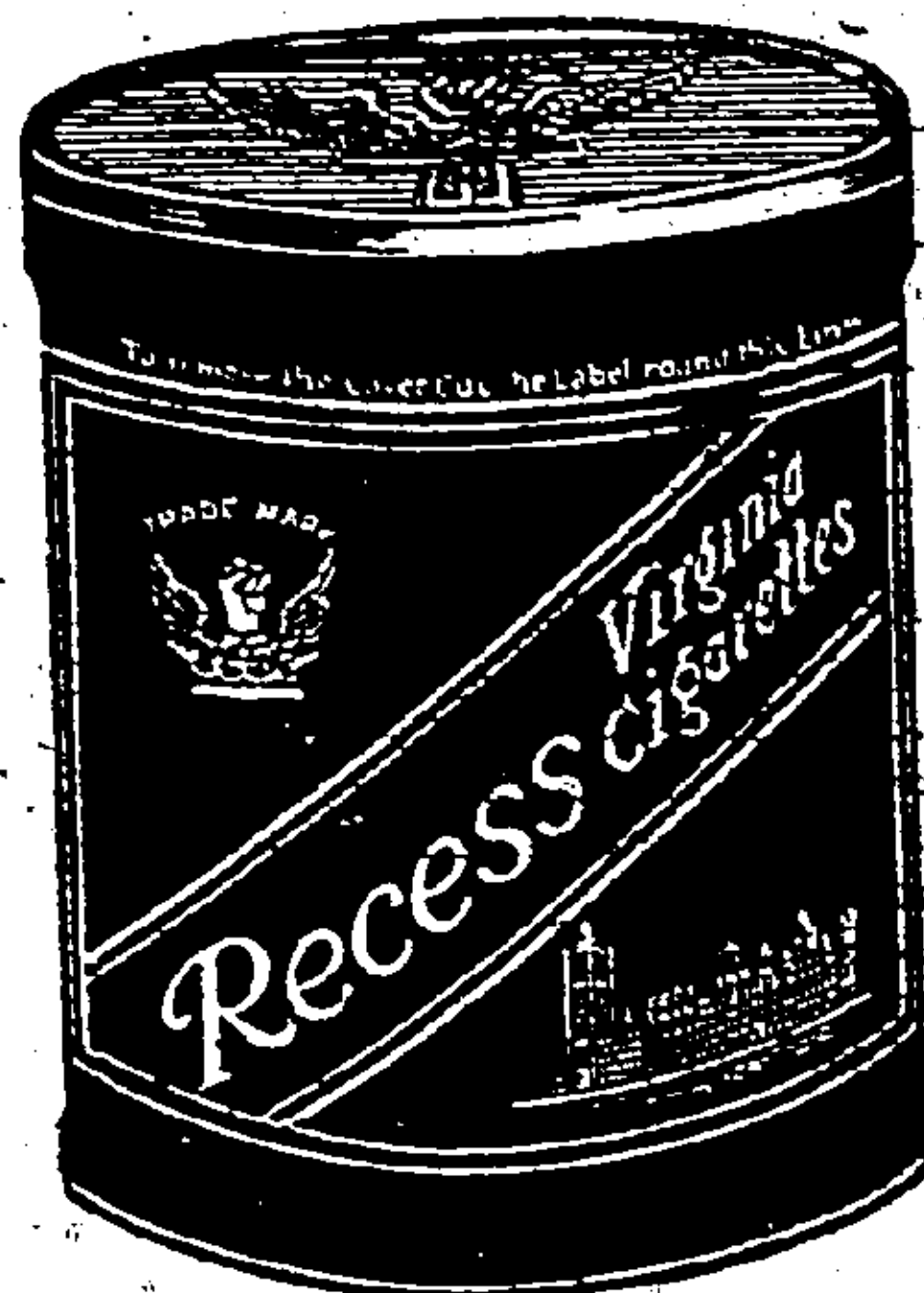
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VIRGINIAN CIGARETTES.



LARGE SIZE

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PACKED IN

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TINS OF 50

CIGARETTES

MANUFACTURED

BY



This Advertisement is issued by Westminster Tobacco Co., Ltd.

THRILLING STORY OF YPRES.

WHY THE BRITISH HELD IT.

A MILITARY NIGHTMARE.

The right way to approach Ypres is from the south over the Lys along the road from Menin.

The road runs straight through a desolation that grows with each of the six miles of its length, between stumps and twisted limbs of the trees that were once leafy avenues and past fields pitted with shell-holes that two years ago were filled with noisome water, but are now mercifully covered over with grasses.

To go along this road in an afternoon of Armistice November, with the dead hand of war still tight on the land, was to feel the numbing awe of entering into a vast and gloomy temple. The Menin road was the nave, the Cloth Hall at the end its altar piece, and the transept was the road that runs under the ramparts where the staff officers lived in timber-buttressed caves. Away to the east is the low line of the Passchendaele ridge, and between it and the city the battle front sweeps past Hooge, crossing the Menin road obliquely, and so to the great indent in the neighbourhood of St. Eloi and Messines that was made by the first battle of Ypres.

The battlefields of Ypres have few natural features, and at the end of the war, when the whole of the thin crust of solid earth had been shot away, such as remained seemed about to be submerged in the mud. Of villages like Gheluvelt literally nothing remained except a sign post to show where they had been. The Army had swept forward, no one had come back, and the signs of life were like ghosts in a churchyard, more startling than the deadness of everything else.

Ypres was a continuous battle ground for four years but the fires, burning all the time, became vast conflagrations four times during the war, and each occasion marked a distinct phase of the great struggle on the West.

THE FIRST BATTLE.

The first of these conflagrations was in the autumn of 1914. Ypres became a battlefield by accident. All the plans formed before the outbreak of war assumed that the Germans would invade Belgium, and when that happened, it was Belgium that, in the minds of those who were thinking about these things, offered the best opportunity for the effective employment of our Army.

These plans were baffled by the fall of Namur and by the rapidity of the German advance, and within a week of the first collision at Mons it was decided that our duty was by the side of the French Army, even though that meant the temporary abandonment of Belgium.

The victory of the Marne and the chance that offered with the Belgian Army still intact of forcing the German back made Bel-

gium once more the supreme strategic issue of the war.

A race, thereupon, began between the Germans, who realized what a frightful blunder they had made in not occupying the Belgian coast, and the Channel ports, and the British Army under Lord French.

The race ended in a dead heat. Antwerp and most of the Belgian coast were lost, but the Channel ports were saved, thanks to the strategic presence of Lord French, with the few fields of Belgium that were protected by the Belgian Army, the flood, and by the position of Ypres.

This was the subject of the First Battle of Ypres, or of the Battle of Calais as the Germans called it. It was a battle between what was left of the old Regular Army and a German Army consisting in great part of new troops—the best of Young Germany, many of them volunteers but hastily trained. It was victory of tide fire over artillery and massed tactics, of a small army, in which every soldier was by this time as skilful as a non-commissioned officer over numbers and enthusiasm.

The German complaint of our overwhelming mass of machine-guns in this battle was perhaps the highest compliment ever paid to the old British Army. They mistook our rifle fire for that of machine-guns. There was in this battle a freedom and elasticity of tactics only possible in an army of long training, and the great flank attack of the Worcesters near Gheluvelt is one of many examples of this freedom.

AN ACCIDENT OF WAR.

On the other hand, the German tactics were bad, but the only tactics possible to an army composed largely of ill-trained, hastily formed troops. The battle is rightly accounted the most decisive victory in the history of the British Army; but it made Ypres a salient. The battlefield was the accidental point of collision between two armies both racing for a position on each other's flank, but the result, though it saved the ports and determined the whole future course of our campaign in the West, made Ypres the most dangerous point in the British lines.

THE SECOND BATTLE.

The second critical time was in the spring of 1915, when the Germans delivered their first gas attacks on the north side of the city. This was an attempt to turn Ypres on the north, and the spring made an indent on the north side corresponding to the indent made in the preceding autumn on the south. The Ypres salient was now a military nightmare. Cold reason would have counselled its abandonment, but sentiment and loyalty forbade. Ypres became a symbol, a sort of wrath such as the gods and goddesses in Homer used to make of a favourite hero, round whom the battle would continue to rage with fury after they had lost the place of greater safety.

The next crisis in the history of the salient came in the autumn of 1917.

The decision to make the offensive against Passchendaele had many motives. One was the desire to escape from the torture of a position in which our every movement was under observation, and in which life was only a precarious death. Our valour, in defending Ypres in autumn, and in holding on to a position which was from the military point of view almost inconceivable had been stinging the army to distraction for the better part of two years. Another motive was that old ambition of outflanking the Germans in Belgium, expressed so brilliantly by Lord French's transference of the British Army to Flanders in the autumn of 1914. It was the British Army's idea of a "way round" in substitution for the "break-through" tactics of the offensives in France. The offensive towards Passchendaele, it was supposed, would give us a position from which we could dominate the coast and force the Germans to abandon it.

The Passchendaele offensive was drowned in rain and smothered in mud. It imposed on the British Army probably the most awful trials that physical endurance and moral resolution have ever been subjected to, and it is now generally agreed that human flesh and blood ought never to have been subjected to these trials. Made in the spring the attack might have had a better chance of achieving decisive results, but Passchendaele by autumn had become a military superstition. The heroic symbol of Ypres was developing into military totemism. Immediately after the end of this offensive the brilliant victory of the first battle of Cambrai showed us the way.

THE LAST CRISIS.

The last crisis in the history of Ypres came in the spring of 1918, with the German offensive on the Lys. In this offensive the object of the Germans was to enlarge the salient on the south side of Ypres, to break through to the Channel ports, and to separate and destroy the army of Ypres. The offensive was carried so dangerously far that the Ypres Army had to prepare for evacuation as a lesser evil than being cut off. In preparation for evacuation and retreat, the positions won in the preceding autumn were evacuated and the whole Ypres front was contracted to the smallest possible arc. A mile or two further advance of the Germans in the Lys valley and Ypres must have been sacrificed.

Happily, the advance was stayed, and in the great series of victories won by the British armies later the Ypres Army took not the least distinguished part. Ypres was not the strategic hinge of victory, but it was the lock that held fast through the strain of what really was a great four years' siege. It was the greatest siege of history, the siege of the Straits, and the Ypres salient was really a bastion of a greater salient that had London for its centre and Kent within its circumference.

Time.

NOTICES.

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTA STARS, EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



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BRASS AND IRON BEDSTEADS, UPHOLSTERY, ELECTRO-PLATED WARE, GLASSWARE, CROCKERY, HIGH-CLASS TEAKWOOD & BLACKWOOD FURNITURE.

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HOTELS AND CAFES.

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OPERATING:—

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HOTEL MANSIONS.

THE REPULSE BAY HOTEL,

J. H. TAGGART,

MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION.

ALL ELECTRIC TRAMWAYS Pass Entrance, Electric Lifts, Fans and Lighting!
A. European Baths and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

CARLTON HOTEL.

(SEE ONLY AMERICAN HOTEL IN THE COLONY.)

108 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Lunches meet Passenger Boats.
Telegraphic Address "CARLTON" Mrs. F. E. CAMERON.

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Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Outlets under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephones K. 3. Telegraphic Add.: "PALACE" J. H. OXBERY, Proprietor.

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Opposite THE ROYAL THEATRE.					
Candies	Ice	CALL BETWEEN 4.00 & 5.00	Cigars	Cigarettes	
Soda		TELEPHONE ORDERS FILLED			

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14, WING LEE STREET		G. MOUTON.	
14, WING LEE STREET		14, WING LEE STREET	
14, WING LEE STREET		14, WING LEE STREET	

Fishes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Notes and
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MIDNIGHT" HONGKONG.

PUBLIC AUCTIONS

INTIMATIONS.

HONGKONG TRAMWAY COMPANY,
LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
an INTERIM DIVIDEND of
NINE PENCE per Share on account of
the year 1920, has been declared.

The DIVIDEND will be payable on
and after WEDNESDAY, the 25th day
of August 1920, to Shareholders on the
Register on TUESDAY, the 10th day
of August 1920, and will be paid to
Shareholders on the Colonial (Hongkong)
Register at the exchange rate of 3/8 per
Dollar.

By Order of the Board,
R. J. WILTON,
Acting Secretary.

HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE
DOLLAR per Share for the six
months ending 30th June, 1920, will be
PAYABLE on TUESDAY, August 10th,
on which date Dividend Warrants may
be obtained on application at the Com-
pany's Office.

The TRANSFER BOOKS of the
Company will be CLOSED from TUES-
DAY, August 3rd to TUESDAY,
August 10th, both days inclusive,
during which period no Transfer of
Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, July 17, 1920.

TEACHING.

OPPORTUNITY offers to TWO
CHINESE SCHOOLMASTERS
of English-school experience to travel
and gain experience in Java. (The
Chinese English School—Residential,
16 on staff) Requirements—Senior
Local, fondness of sports and outdoor
life.

Salary—125 guilders minimum,
more for experience etc., free passage
both ways, free quarters, food, etc.
Apply stating age, where educated,
experience and other qualifications,
WITH DATES, school hobbies,
favourite forms and subjects, and
usual copies of Headmasters' letters, to

Box No. 1222, c/o "CHINA MAIL."

THE DRAGON MOTOR CAR CO.

WE have installed an additional
TELEPHONE and clients can
now ring up No. 482 or 3552.

S. S. "FAUSANG."

Tenders are invited for the purchase
of the wreck of the above steamer as
she lies on Hainan Head Reef.

GILMAN & Co., Ltd.
Agents, The Salvage Association,
London.

Hongkong, July 21, 1920.

NOTICE.

I beg to inform my Customers and
the General Public that I have
returned to the Colony and established
myself as a Milliner and General Draper
at No. 4, D'Aguiar Street and will
carry on business as before under the
style and firm name of HIPTOOLA &
CO.

I am showing new goods of the most
fashionable and latest styles, and ask
my old patrons and constituents to
attend their support as done in the
past.

Inspection is especially invited.
HIPTOOLA & CO.
Milliner and Draper.
Hongkong, July 27, 1920.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

ASSISTANT (British) wanted for
General Office work. State Age,
experience and salary required to—
Box No. 1221, c/o "CHINA MAIL."

FOUND.

FOUND.—COCKATOO, Owner may
have it by applying to No. 1, Great
George Street, East Point, and defraying
Cost of the advertisement.

MAGIC REALMS.

VISIT TO DOCKLAND.

CASES OF RUBBER.
Mr. Locksley Hall writes: "Sam-
ples," said my Colonial visitor con-
descendingly, after a round of
museums, "samples—show me some-
thing in bulk, something with atmos-
phere."

So, as soon as the right strings
could be pulled, I led him down east,
past the grey old Tower of London,
modernised, the appearance of
Tommy's at play in the courtyard.
Presently we entered the zone of
"atmosphere," reinforced by fried
fish and onions, through which a-
les of incense the great gate of the Lon-
don Docks loomed high and stout.

Like a couple of microbes we crawl-
led through into one of Father
Thames's pockets, stuff with an
orderly assortment of every corner of the
room, 1 over acres and an-
dies, plunged into endless
seeing with our mind's eye via
rubber forests, spiced groves and
filing the queerest blends of perfume,
scent pictures in innumerable tints.

IN A CITY OF WINE.

Armed with little oil lamps on
handles three feet long, we go to
the bottom of the pocket—strolling
through vaults a century old, airily
roofed with brick and thickly festooned
with fungus, from snow-white
to dark green. Twenty-five miles of
iron "ways," says our guide, range
through this black under-world
kept temperate and robbed of
its deepest gloom by many gas
jets. Here a butt of Madeira, under
our revealing lamps, discloses its
volume and history in hieroglyphics
cut in the head. Opposite a hundred
gallons of sherry in a big butt that
heads a long line of similar "con-
tainers." Avenues and streets in-
numerable branch out of dimness
into the blackness of night. Such is
the atmosphere of a city of wine a
cosmopolis of the world's vineyards.

Exactly how much each case or
butt will hold when full to the bung,
and exactly how much it actually
contains when rolled down into
Father Thames's trousers pocket is
known to that "Knight of the Lamp,"
our curiously yet humorously guide.
And so careful a check is kept even
when part of a barrel is "racked off,"
that an employee could not drink a
glass "for the good of the cellar,"
without risking exposure at the
ganger's hands.

Who has to make up the difference?
We ask innocently, "when a mistake
is made in drawing a number of gal-
lons from a cask? Our guide's eye
twinkles as he replies, "There never
is a mistake; we are too careful for
that."

RUBBER VAULTS.

As we emerge from the crypt our
lamps are given up. "Nobody goes
into those cellars without a lamp, or
comes out without giving it up,"
explains our interpreter, "every-
where the lamps are counted, and if
they failed to tally the cellars would
be searched for the wanderer."

In sharp contrast the rubber vaults
are light, and kept clean with white-
wash. Thousands of square cases,
all alike as peas, every one of
which is unpacked, graded and
repacked by the authorities,
whose decision as to quality is final.
Upstairs we watch the grading pro-
cess, admire the neatly stamped
sheets of rubber, and see a two-handed
saw at work on the big blocks of
pressed rubber. At almost every
stroke, the saw needs moistening with
water, not oil, as oil and rubber
disagree.

But for real "atmosphere" we
passed on to the balata store. Balata
is a sort of rubber substitute best
known in connection with boots and
belting, having in its raw state a
semblance of glue and when damp a

TO CURE SUMMER HEADACHES

use Pinkettes; they are the natural
remedy for this trouble because they
dispel its cause—constipation, liver
disorder, biliousness, fermentation in
the stomach.

Equally suitable for women as for
men, Pinkettes are also particularly
helpful to the aged, being too mild in
action yet so efficient in results. They
prevent diarrhoea and dysentery, and
relieve Piles. Your dealers everywhere,
or 420 cents the visit, cost free of the
Dr. Williams' Pink Pills Co., 25-27
Baker Street, London.

FOR SALE.

FOR SALE.—No. 1 Stewart Terrace,
87, The Peak. Apply to Hum-
phreys Estate & Finance Co., Ltd.,
Alexandra Buildings.

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak,
near Barker Road Tram Station.
Apply to Linstead and Davis, Alexandra
Buildings.

"OCEAN LEATHER."

A SHARK INDUSTRY.

In these days of general waste-
fulness it is of interest to consider a new
industry that shows a definite purpose
in utilising an animal that has hitherto
been of little or no value to man.
There has recently been established
in America a body called the Ocean
Leather Company, and some account
of their work was given, at a recent
meeting of the Chemists' Club, by Dr.
Allen Rogers. As the name indicates,
one of the chief objects of the com-
pany is to obtain sharks' skin for the
making of "ocean leather." But no
part of the animal is allowed to be
wasted. One modern plant is now
in operation at Morehead City, North
Carolina, and a duplicate plant is
being established in an island off
Florida. The animals caught are
sharks and porpoises. While these
two animals have somewhat of a
general outward resemblance, it will
be remembered that they really be-
long to two widely separated groups.
The sharks belong to one of the lowest
groups of the fishes, breathe with
lungs, lay eggs, have a primitive
chambered heart, and a grisly
tooth; but the porpoises belong to
the mammal group, and are highly
evolved as we have, with
lungs, and, of course, suck-
ling young.

The sharks are caught with large
nets, an average of from 10 to 20
sharks being taken with each net.
The porpoises are hunted wholly
in "schools," and are hunted accord-
ingly, the school being surrounded
with large nets, and landed
on the shore. The sharks
average from 8 ft. to 15 ft. in
length, while the porpoises vary in
size from 3 ft. to 30 ft. Then the
sharks are landed the first operation
is the removal of the fins and tails.
The fins are tacked on racks in the
sun to dry, and are sold to the
Chinese for making soup. The
animals are then skinned, and the
skins placed in salt for 24 hours,
then fleshed and repickled. The
livers are thrown into barrels, and
after several days are subjected to
an hour's boiling to remove the oil,
which is collected. The waste flesh,
etc., is utilised for making fertiliser.
The skins are subsequently tanned
and dried.

all like tanneries, overripe cheeses
and nitrates, with power to add to
their number.

Next we arrived in the ivory store,
where half an acre of floor space lay
under tusks and horns, the trophies
of a few weeks' "jungling." One of
the biggest tusks told a sad story.
Its first owner, in youthful ardour,
had tried its strength against too big
a tree and cracked it. The wound
filled with diseased tissue, and the
bullet which killed the elephant was
sent in mercy. The pangs of tusk-
ache pass our poor imagination.
Doubtless the buyer of that tusk
will merely estimate the damaged
part as so many good billiard balls
gone wrong.

SCENTS OF ARABY.

Down through the floor above
came scents of Araby and odours of
Cathay; and following our noses we
ascended to the store of cinnamon,
chillies, cloves and nutmegs. There
was no doubting our guide's asser-
tions that voyagers first discovered
Ceylon by the olfactory sense.

In another warehouse, and through
a jealously guarded doorway, we
found one of the most valuable stores
in all Father Thames's pockets.
Thousands upon thousands of strong
iron "bottles" containing quick-
silver. Pouring some of the
mercury into a vast bowl, our
guide lays a 50 lb weight on the
shining pond, and the iron
floats like a boat. We plunge our
hands in, with a great effort, as our
King and Queen have done before
us, bringing them out dry and cold,
with the fancy that if water were
half as dense as mercury there would
be no drowning accidents.

"No," admits the interpreter, "but
if water were half as expansive under
heat as mercury we should all have
been blown to Mars long ago."
There was more to see, but my
friend cried, "Hold, enough!" and
agreed with me that when Father
Thames turns out his pockets there
is "some" clutter in London streets.

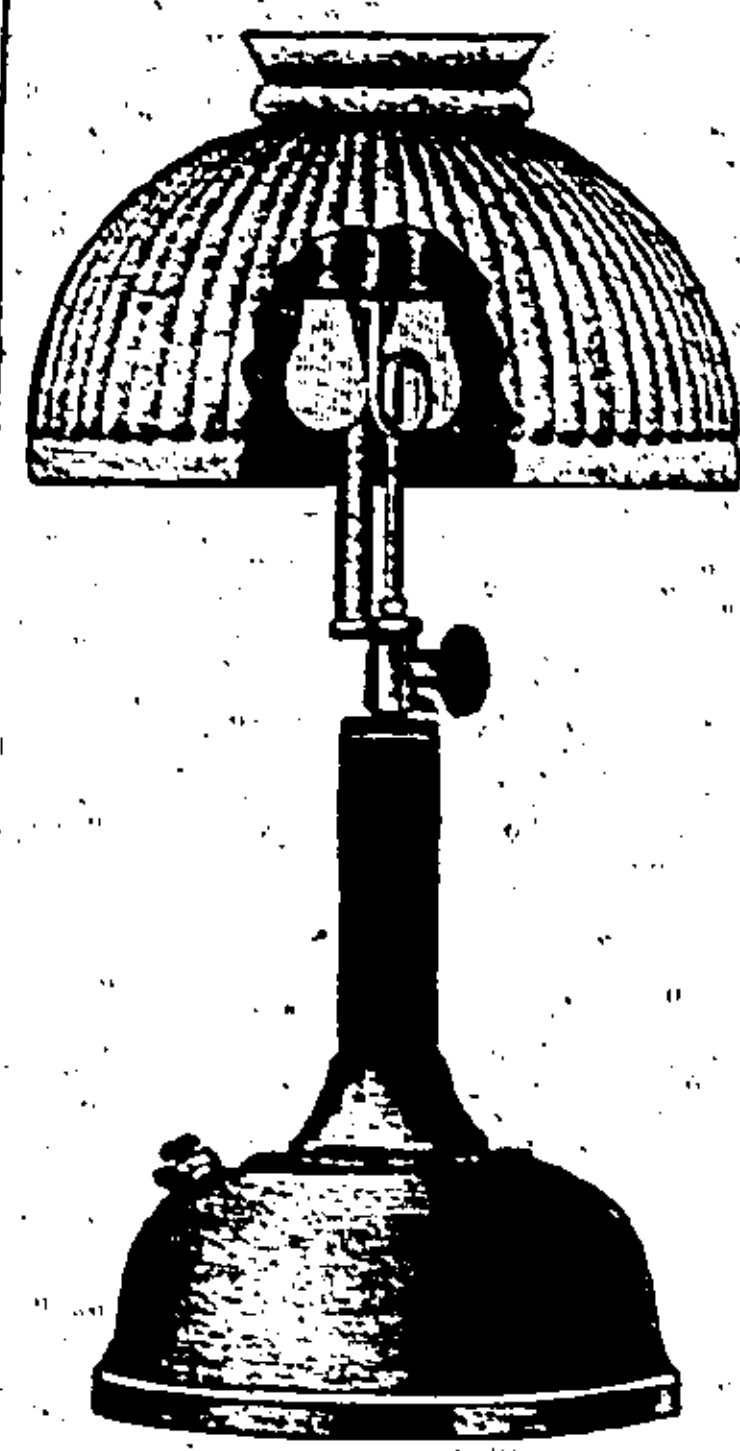
"WALLA WALLA BOATS"—The
only "European" Boat in the
Colony. Phone 3518.

THE BLUE LIGHT OF THE SKY.

The problem of the blue sky, the
ultimate solution of which may, as
in other problems, reduce the macro-
cosm to the microcosm, will remain
connected with the name Rayleigh,
father and son. When the present
Lord Rayleigh, Professor of Physics
at South Kensington, discoursed on
"The Blue Light of the Sky and the
Optical Properties of Air" at the
Royal Institution on May 7, he first
showed an experiment of his father's.
The horizontal beam of the lantern
was sent through an acid solution of
sodium thiosulphate (the "hypo" of
the photographer); sulphur was slowly
being liberated, and the fine
sulphur particles gave rise to a scat-
tering of bluish light sideways, whilst
the disc produced by the transmitted
light on a screen in front of the ap-
paratus turned from white into
yellow. That bluish light, the late
Lord Rayleigh ascribed to the fact
that the very small sulphur particles
scatter blue light rather than red
light, and the blue light of the sky
he believed similarly to be caused by
the fine dust in the air. But the late
Lord Rayleigh calculated that the
amount of dust in the air was insuffi-
cient to account for the intense blue
of the sky, and his son found that
when he filtered the air through cot-
ton wool, or when he burned the
dust (largely greasy organic matter)
in a turbid lantern beam by a Bunsen
flame, the streaks of black, optically
empty air then produced were still
able to cause scattering. It thus
appears that the atoms or molecules
of gases are themselves capable of
scattering light. The scattering is
accompanied by polarisation of the
light. Turning his Severest polaris-
cope to the neighbourhood of the
Polar Star, the late Lord Rayleigh
observed that the faint luminosity of the
night sky—which is never quite dark—
was far less polarised than daylight, and
that observation—confirmed by H.D.
Babcock at Mount Wilson Observa-
tory—suggested that the luminosity
of the night sky was not due to sun-
light but possibly to the Zodiacal
Light. Why the blue colour of the
sky had been attributed to ozone is
difficult to understand. Ozone is
blue in transmitted light, but the
transmitted beam (in the experiment
mentioned) appeared yellow, and if
the ozone of our atmosphere were to
cause the blue sky, that colour should
be most intense when the sun was
setting and sending its rays through
the deepest layer of our atmosphere.
Yet the ozone had much to do with
the phenomena. None of the ordi-
nary constituents of our atmosphere,
including water vapour, carbon
dioxide and argon, stopped ultra-
violet rays; but the atmosphere
did cut off the ultraviolet end of the
solar spectrum, and apparently be-
cause it contained ozone. Lord
Rayleigh demonstrated this with the
aid of the spectrum of the iron arc.
Thrown on a screen of cardboard,
the spectrum was very short, the
ultraviolet region being invisible.
When, however, a screen of barium
platinocyanide was used, the whole
screen fluoresced brilliantly, until a
tube in which oxygen was being con-
verted into ozone was interposed.
The intercepted portion of the screen
then turned black, but became bright
again when the oxygen passing
through the tube was no longer
oxygenised. Now the lines or bands, as
seen by Huggins in the spectrum of
Sirius, had, by Professor A. Fowler
and the lecturer, been identified with
ozone, the previous identification by
Ladenburg being doubtful. Thus
ozone appeared to be present in the
atmosphere. Watching a mercury
vapour arc on a hill in Essex through
a horizontal layer of 4 miles of air,
however, Lord Rayleigh found the
lower atmosphere near the ground
far more transparent to ultraviolet
radiations than the upper atmosphere,
and we had, indeed, little reli-
able evidence for the presence of ozone
in the lower strata. The ozone, dis-
closed by the observation of Sirius and
other stars, would therefore be in the
higher strata. The question had
more than so academic interest,
since that layer somewhere higher
up protected our eyes from the fatal
effects of the ultraviolet radiations.
Engineering.

ARCO-LITE

BURNS
85% Air 5% Gasoline
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Corns Peel Off Painlessly

There is Only One Genuine Corn-
Peeler—"Geta-It."

There's only one happy way to get
rid of any corn or callus, and that
is to be able to peel it off easily,
painlessly. "Geta-It" is the only corn
remover in the world that does it.



"Drops of Geta-It—Corn is doomed!"
that way—effectively, thoroughly,
why get down on the floor, the
self-wiping a kneel, and have to labor
with troublesome plasters, greasy
ointments that rub off sticky tape,
and knives and scissors, when you
can peel off your corn or callus in
one complete piece, perfectly and
surely, with magic, simple, easy
"Geta-It." It takes 2 or 3 seconds to
apply "Geta-It," you use 2 or 3 drops,
and that is all. "Geta-It" does the
rest. Get rid of that corn, peeling it
off, so that you can work and play
without corn torture. Be sure to use
"Geta-It." It never fails.
"Geta-It" is the guaranteed, money-
back, corn-remover. The only sure
way, costs but a trifle at all chemists
and stores. Offered by D. Lawrence &
Co., Chicago, U. S. A.

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& HODGES, Ltd.,**
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THE CLEANING OF SUMMER FROCKS

is an important matter and we make
a specialty of refreshing light
Frocks and Costumes so that they
keep clean longer than when treated
by ordinary methods.

Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.

Write for Price List and See!

"JUST LIKE NEW"
A Suit clean and pressed in the
"Diamond Way" really does look
"Just like new." Stains, spots, and
other marks of wear are removed
and the shape is restored by careful
tailor-pressing.
Cleaners & Dyers.

The Diamond Dyeing and
Drycleaning Co.
Agent **CASSIM AHMED.**

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25, 24, Wellington Street.
Branch 28, Nathan Road, Kowloon.

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APIOL-STEEL
PILLS**

A French Remedy for the treatment of
all forms of Rheumatism, Gout, Sciatica,
Neuralgia, Migraine, Headache, etc.,
and for the relief of all cases of
Acidosis, Indigestion, and
Biliary Disorders.

**MARTIN'S
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all forms of Rheumatism, Gout, Sciatica,
Neuralgia, Migraine, Headache, etc.,
and for the relief of all cases of
Acidosis, Indigestion, and
Biliary Disorders.

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RUE CHINE PHOTOGRAPHY
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A large stock of
Kodak and Kodak
Supplies.
Just arrived.

Just arrived
a large assortment of
FILTERS
1 & Gallons up to 4 gallons

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100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776,

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\$1.25 \$2.00 \$3.75

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A perfume that will satisfy the most critical—in elegant crystal globe bottles.

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BLOUSES, UNDERWEAR,
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HUGE REDUCTIONS.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, AUGUST 4, 1920.

A NEW KURLING.

We of the generation that remembers the advent of "Department Ditties" and "Plain Tales from the Hills," by a young man in India, those wonderful little grey-backs, and the spate of gripping stories that quickly followed, regard the announcement of a new Kurling book as an event of importance. "Alas! Letters of Travel" (Macmillan) is a disappointment. They are not new, and they are certainly not Kipling at his best. They represent a lot of journalistic work scraped up between 1892 and 1913, with the Banjo of Empire twanging loudly, and indications of an ambition to shine as a mean party politician. There is a chapter on "Labour," that reads oddly in 1920, on the eve of Labour's triumph over the dead political school for which Rudyard beats the drum. On the literary side these letters are depressing. What cheek! We hear a Clubman remark. What cheek of an obscure journalist to criticize a master of English. Master of fiddsticks! He had a happy knack of epithet, a power of vivid description, and some trickery of technique that arrested attention and made us hope that here was the artist. Speaking of colonial journalism, in one of these letters he "hates to think of these splendid people using second-class words to express first-class emotions." We expected, knowing our Kipling, to find in this book first-class words expressing second-class emotions, but even here we were disappointed. Even on the score of mere grammar, what are we to say of a Master of English who on page 133 writes "between either ocean"? Even in the field of epithetic choice, where we expect more of him, he gives us "lemonhued" sampans on the Japanese coast, and a lot of similarly forced expressions that convey impressions quite false. As to facts, he is as careless as ever. He says that the road across the fields from Yokohama to Kamakura is 20 miles long. It is in fact about eight. He takes the Japanese yen at three shillings, when it was two. He sees men working in paddy-fields. They were almost positively women. He tells us that "yuroshi" is the Japanese equivalent of the Spanish "manana." It isn't. "Yuroshi" (not "yuroshi") means O.K., all right. The word Kipling had heard was *tadama*, that irritant for occidental ingratiation. In an otherwise effective chapter on the traveller's mind pictures, he tells us that Japanese, Lascars, Hindus, Chinese, Malays, and Burmans quarrelled around one copper dish of rice and fried onions—a most unlikely event. Did they, in "the stately Hongkong Clubhouse," so recently as the nineties, really talk of "tea, silk, and shortings (shirtings?) and did they mix pidgin-English and local Chinese terms and round their talk "with corrupt Portuguese"? We do not think so. "Compradore" and "praya" are corrupt Portuguese, but two such swallows do not make a summer, nor anything like the impression he conveys. These, and many other blunders that we ignore, are trifles in the ordinary way; but from Rudyard Kipling we have a right to expect a great deal. The third section, dealing with Egypt, etc., is the best, and has a few characteristic touches. But on the whole we find the letters lacking the power and artistry of "Sea to Sea," and void of the magic of his writings about India. In the Canadian section some of them are aggravatingly wrongheaded.

MARS.

Among the sub-editor's clippings there is one headed, "Are Martians Men?" A more immediately necessary query would be, Are Martians Martians? In other words, what evidence is there of the existence of Mars of living creatures at all? The American wireless men who attempted recently to communicate with Mars listened all night when Mars was in perigee, and heard nothing more than a vast silence. That proves nothing, of course. Their messages may not have carried, may not have been understood. The main point is that there is no evidence of the existence of creatures to receive or understand such childish experiments. The evidence in favour of an atmosphere on Mars is slight and inconclusive. Its mean temperature, by a more or less reasoned guesswork, is supposed to be lower than ours; but we don't know. The famous "canals" of Mars, as they exist in the popular and journalistic imagination, have no basis other than the use of the word *candle* by an Italian astronomer, who meant thereby, "channels," not necessarily artificial, between oceans. His word being loosely translated "canals," and canals being artificial, they all

assumed artificers, canal makers. Instead of their many many miles of width exposing the absurdity of this conception, they only led the wisecracks to conclude that being canals, and being so many miles wide, the Martians who made them must be wonderfully intelligent and able people. Thus does "popular science" come. Later on Lowell, noting a certain regularity of arrangement about them, plumped for the artificial hypothesis. But Lowell is an advertiser, a drummer-beater and trumpeter. No two observers seem to see these "canals" in the same way, so far. Lowell explains away the impossible width of the canals by saying that the lines seen are not the canals themselves but broad belts of vegetation growing along them. So might a man with alcoholic delusions argue that the blue rats he sees are "not rats but dogs that chase them, and argue that there must be blue rats because he deduced the blue dogs. The forms which life can assume are infinitely numerous. We have an incalculable variety on earth, but we have no right to assume that Mars must have sentient and contriving creatures, in any way approximating to those we know. The trouble of all these newspaper contributions on such a subject is the besetting error of theology, namely, the anthropomorphic postulate.

CALLOUS STAMP
COLLECTORS.

The polyhedral character of the 1914 War is hidden to stamp collectors, who are justly excited over the variety of new issues it led to. These magpie-like collectors of gaudy trifles, nursing about with their albums, hunting, begging, haggling, buying, piffing, exchanging, or otherwise purveying and conveying postage stamps, do not realize the convulsion of labour to which the mountain has been put in order to produce the ridiculous mass that absorbs their interest. A local firm yesterday received from Budapest a cheery request to collect for him—offering "beautiful series of Hungarian postage stamps issued during the great war." Here, for a curio, is his letter:

"Dear Sir—I beg your kindly indulgence for my courage of troubling you although I don't have the honour of your acquaintance—I am sure however in advance of your benevolence for a beginner—collector of stamps and take in this conviction the liberty of asking you the kindness to collect for me—if only possible all kind of stamps issued during or after the world-war due for postage on cards, letters and parcels which you must receive daily—I suppose—in a rather great number from the British Colonies and Dominions as from all inhabited parts of the world considering the large scale of business carried on by your world-reputed Company.

I am willing to render service in return and should there be another collector among the clerks or employees of your company I could send him for exchange beautiful series of Hungarian postage stamps issued during the great war and by the different revolutionary governments afterwards.

In expectation of your kindly reply and thanking you in advance for yours pains I am,

WHISKY AND TOBACCO.

The Adjutant was asked to pronounce opinion upon a new whisky. He took one sip, and said it was rotten. He asked for a drink of the brand he was used to. The new whisky was poured, after he had gone, into an empty bottle bearing the label of the sort he liked. On his next visit this bottle was placed before him, without comment. He drank, looked happy, and said: Ah! That's a good whisky. I don't know why you should ever want to try new brands. He was not told, of the fraud. He is dead now, and will never know. He wasn't a fool; at least, not more so than we all are. We think we judge by the taste. We claim to. But we all go by the label. Here in Hongkong the "boys" are playing that joke on us half the time. We are as innocent as the English tripper lunching in the restaurant up the Eiffel Tower. He commented on the toothsome of the spring chicken he thought he was eating. When told that it was really frog, he turned pale, and was sick. It is so with tobacco. You fellows can yell in protest all you want to; the present writer is just as cocksure as you are that he has a palate. Offer a certain brand of tobacco, let him see the label, and it is impossible for him to enjoy it. He knows with his intellect that it is very much like other tobaccos; but long ago when he tried it, failing to get another that he wanted, something the inside him told him, "palate that, it was no good." A palate is the most teachable part of a man, but it cannot unlearn any-

thing. All this is the rankest heresy to you? You are quite sure you can tell a good cigar from a bad one? Very well. Prove it. Get two nearly of a size; one a good one, the other a cheap Flor de Broccoli. Light them both some night, and hand them to a friend to hold, while you turn off the light. If the room is quite dark, you will not be able to tell which is which. If you make a cardboard screen, with a round hole that just fits the cigar and shuts off the glow of it as you pull at it, you won't even know whether it is light or not. You will think it has gone out. These notes are based on experiments. Try them for yourselves. Theoretically, they are all wrong, because blind men smoke, and are said to enjoy smoking. That is something we do not profess to explain. What we do know is that taste in things like whisky and tobacco is a superstition. Autophrenia has something to do with it. Go along to your tobacconist right now, and instead of parting with eight dollars for half a hundred cigars, as usual, buy a box of those at \$3.50 the hundred, with a good label. Look fixedly at the label until you are quite sure you will know it again. Light one of the atrocities, and say aloud and firmly, several times: "By George, but these cigars are quite good." After that you will never smoke any other kind, not that is, with the same enjoyment. Owing to the numerous readers who keep sending boxes of cigars to the *China Mail* office, as tributes of esteem for these writings, we have had to adopt a different formula. We say: "All cigars are jolly good." This teaches the palate to be appreciative, and so none of the mixed brands we get are wasted. The same applies to whisky.

OUR 'SCHOOLDAYS.

In the course of some really excellent sentiments on the subject of "Better Education Wanted"—an indirect caption far too tempting to the ribald instincts of Hongkong readers—the leader-writer of our evening contemporary makes a statement that is sure to be locally denounced as far too sweeping. He writes:

"Not one of us cannot look back to our schooling days, without a remembrance of the fear and irksomeness that we used to suffer at examination time. We were just a number of grant-earners, looked at officially as so many youngsters capable of attaining a dead level of mediocre intelligence."

Here in Hongkong it does happen that we did not all go to the schools referred to, where the students were, it is said, regarded as grant-earners. At the excellent educational institutions of Dr. Barnardo, for instance, we do not recall any grant-earning examinations. Moreover, there is Eton, to which every member of the Hongkong Club is presumed to have gone.

\$1,000,000 DAMAGE.

15,000 CASES OF RUBBER LOST.

About 10 o'clock on the morning of July 23 in the Penang harbour out on the breakwater, three lighters taking rubber cargo to the s.s. "Lowther Castle" (Paterson, Simons and Co.) were wrecked owing to the roughness of the sea. For some time afterwards cases were seen floating about and the number of cases of rubber lost is estimated at 15,000.

One of the lighters had rubber of Messrs. Guthrie and Co., Ltd., and the other two were of Messrs. Tan Kah Kee and Co., Ltd.

From enquiries at the Master Attendant's office on July 23 the *Pinnang Gazette* learns that two lighters loading cargo on to a Blue Funnel liner were also wrecked by the storm.

The name of the Blue Funnel liner was the "Duke Arion." There were about 15 lighters alongside when the storm came on. Several were dashed about in the storm, but only two were wrecked. One contained 611 cases of rubber of Messrs. Tan Kah Kee and Co. and other 736 cases of rubber.

Altogether the total damage was about \$1,000,000. The harbour was strewn with cases of rubber, barrels of oil and bundles of rattan. It is understood that the bulk of the loss is covered by insurance.

The possibility of red-haired people being a "separate race" was mentioned at a meeting of the Royal Anthropological Institute in London recently, when Professor F. G. Parsons gave a lecture on "Distribution of Hair and Eye Colour in the British Isles." The average number of red-haired people was, roughly, four in each hundred, and it was quite an aristocratic colour. In London 51 per cent of the upper classes had red hair as compared with 43 per cent in the lower classes. There was an abnormal amount of red hair among the "beauties of the south-west" of Ireland.

LOCAL AND GENERAL.

The s.s. "Mongolian Prince" (Shewan, Tomes & Co.) is due here to-morrow from New York.

Owing to the lack of a quorum, the meeting of the Sanitary Board called for yesterday was abandoned.

The Civil Governor of Canton will soon take steps to promote the unification of the Cantonese dialect, according to a Canton press agency report.

Seichiro Yamamoto, of Singapore, has been granted exclusive selling and other rights of an invention for an improved anti-mosquito joss stick and stand for same.

The Philippine National Bank finds itself cheated out of P40,000 of its funds by a clever Chinese. The same bank was also defrauded by a local Chinese merchant of a similar sum last year.

Jewels which belonged to the late Mlle. Gaby Deslys, the noted French danseuse, were offered for sale at auction for the benefit of the poor of Marseilles, and realised 2,304,000 francs (about £92,160).

Because of the internal strife in China, the interruption of the railway service of Honan and Shantung has interfered with the transportation of peanuts. Consequently the price of peanut oil is soaring in Canton.

A special meeting of the Sanitary Board has been summoned for Thursday August 5 at 4.15 p.m., for the purpose of considering certain applications held over from last meeting at which there was no quorum.

The merchants of Nanyang have written to the authorities protesting against the renewal of miscellaneous taxes because they have already paid \$16,000 to the former Commander of the Border Defence Army who promised to abolish these taxes permanently.

Hearing that a cow thief was cruelly buried alive in Sir Pak, Canton, by the villagers of Ha Tong, the Police Bureau recently sent several policemen to dig up the dead body. Strange to say, observes the *Canton Times*, the corpse has not changed at all, although it has been buried for more than a week.

Yesterday afternoon H.E. the Governor and Lady Stubbs, accompanied by Mrs. Gompertz, visited the Tung Wah Hospital. They were welcomed by the Hon. Mr. Lau Chun-pak, the Hon. Mr. Ho Fook, the Hon. Mr. E. R. Hallifax and the Directors, and were conducted round all the wards of the Hospital.

The Danish motorship "Selandia," outward bound has a novel crew. The Danish shipping industry has been in the throes of strikes, and for this voyage of the "Selandia" people of social position volunteered their services, and the crew consists entirely of such people as university professors and prominent business men.

The death has occurred of Mrs. Olivia Maitland Davidson, a writer on social and other subjects, whose contributions to the *Tatler* under the signature of "Eve" brought her an enormous amount of correspondence during the war from officers all over the world. Mrs. Maitland Davidson, who was 38, was only ill for two days, and died after an operation.

Last year the officials of Kwangsi raised \$600,000 for the construction of the Wu Pak Motor Car Road in Kwangsi, so as to facilitate traffic. However, some of the promoters of the project have not yet handed in the amount of subscription they promised to give, and the construction of the road has been stopped for the time being.

The case was mentioned in Penang on July 27 in which P. H. McCormack was plaintiff, and the *Criticism Press*, and Chesney Duncan, one time acting Editor of the *Straits Echo*, were defendants, in an action for libel contained in an article in the paper on November 5. Plaintiff's case was dismissed, the matter having been settled. Defendant's counsel applied for costs which were allowed.

It is proposed to issue porcelain money throughout Germany. A number of specimens of coins from 10 pfennig to five-mark pieces have been manufactured by the Meissen porcelain factory. Municipal coins of porcelain have already been prepared for the city of Meissen, and 300,000 20-pfennig pieces have been ordered by the city of Hamburg for use on the municipal tramways.

The story of a Singapore man Home on leave being shadowed for several days by detectives under suspicion of being the "outlaw" murderer, Topis, shows that there are more things than dear whisky, strikes and unattainable taxis to rub one the wrong way in the Land of Freedom. At any rate, our friend nearly solved the housing problem for awhile in an easier fashion than many thousands of people can do under present conditions, says the *Tribune*.

CHILDREN TORTURED.

SHOCKING CRUELTY.

MAXIMUM PENALTY IMPOSED.

Magistrate Smith had before him yesterday afternoon, a Chinese woman living at No. 9 Gage Street, charged with cruelty to a couple of servant girls, the elder of whom is fifteen years of age. Defendant was alleged to have burned the children.

Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) appeared for the defence and before the case for the prosecution was opened, stated that his defence in the case of the elder girl would be that his client resorted to the common Chinese practice of burning as a cure for boils. In doing so, the defendant might have exceeded what was reasonably necessary for the purpose. She was prepared to plead guilty to that effect only. Counsel said that he understood that the C.S.P. and Inspector Davitt were prepared to accept that plea if the maximum fine of \$250 were imposed. His client was prepared, said Counsel, in the event of her plea, as outlined, being accepted and the fine imposed, to pay adequate compensation to the children, and to agree to the placing of them in the care of the Po Leung Kuk. Counsel said that if his Worship approved of the suggestion, the children would receive compensation which they otherwise might not get.

The Magistrate said that the charge was a serious one, and not having heard the facts of the case he could take no such step as suggested by Counsel.

Mr. Jenkin said that he was only mentioning those points to his Worship before the case started. He did not mind evidence being taken.

The Magistrate said he must hear the medical evidence.

Dr. Y. K. To, Assistant Superintendent of the Government Civil Hospital, stated that the elder girl had a contused wound on the left side of her head, and a lacerated wound on the left cheek, near the lips. Her chest and the upper part of the abdomen were covered with bruises and burns. There were many bruises on both arms, from the shoulders to the hands. The left elbow joint was badly bruised and swollen. The right groin was bruised and there were several small wounds on the left loin. Both legs, from the hips to the feet, were badly wounded especially the outer side of the left thigh and knee. The whole back was covered with bruises. The other girl had bruises of various sizes all over the body. There were no burns on her.

Mr. Smith: In your opinion were these children ill-treated in such a manner as to cause them unnecessary suffering and to be injurious to their health?

Dr. To: No.

Mr. Smith:—All the injuries are curable? None of them can be permanent?—Yes.

Mr. Jenkin: Did you find any trace of boils on the elder girl?—No. If you examine her now you will find boils on her?—She might have boils now, but when I examined her she had none.

Is burning by wick or by paper a usual process among Chinese for curing boils?—Not particularly for boils but for some kinds of inflammation.

Is it customary among Chinese doctors (doctors not educated abroad) to apply this process?—Yes.

If this process was applied there would be burns such as those you saw on the elder girl?—Not to such an extent. Some of the burns are fresh. They are two or three days old.

The wound on the head of the elder child was not necessarily the result of ill-treatment?—No.

Was it the principal injury?—No. The wound on the right groin was equally serious, but it was also not necessarily the result of ill-treatment.

If the elder girl fell from the cockpit on a wooden stool or some wooden logs could she have sustained some of the injuries?—Yes. A number of them.

The injuries on the elder girl other than the principal ones are such as might have been got in the ordinary course of daily existence?—Yes. Some of the minor ones.

The injuries on the other girl were not so severe?—No, except those on the loin.

Her injuries were not necessarily the result of ill-treatment?—No.

Inspector Davitt said he had a witness who would depose that the defendant had beaten the girls two or three days before she was brought to the Station.

The Magistrate said he would hear that witness. The latter, however, proved useless and was dismissed.

The elder servant girl then gave her story in tears. She told the Magistrate how defendant had often beaten her with little or no justification. One day defendant told her to go up to the cockpit to get a lamp, and because she could not reach it, she pressed her down, put a stool over her neck, and broke her head with a piece of firewood which she then used to beat her all over the body. When defendant wanted to bind her, she ran into the street and the Police arrived. The other servant girl was also very often beaten.

The Magistrate convicted the defendant and imposed a fine of \$500. He ordered the girls to be placed in the charge of the Po Leung Kuk.

DRUGGED AT DINNER.

CHINESE GENTLEMAN
KIDNAPPED.

HELD FOR RANSOM.

A well-to-do Chinese gentleman living in Wellington Street, some three weeks ago received an invitation to a dinner party at the Kam Ling Hotel, Shek-tong-chui. He went, and his family has not seen him since.

His anxious wife sent servants to make enquiries at the hotel, but beyond the information that he had left the place together with other members of the party, the hotel people could render no assistance in the tracing of the missing man.

A few days ago, the woman received a letter from her husband informing her that he had been drugged at the dinner party and taken to Macao where he was being kept in close confinement. His kidnappers were holding him for ransom, he said, and negotiations for his redemption were to be made with his captors through a Chinese Hotel in Macao.

The local Police have been informed, and are now in touch with the Macao authorities.

CHILD KIDNAPPED.

Another kidnapping report has been received by the local Police from a woman, a visitor to Hongkong, on her way from the country to Macao to join her husband. On the way down by train, she said, she got into conversation with a man and a woman who later drugged her, it was alleged. On the arrival of the train at Kowloon, they absconded with her little son and her luggage.

The Police are now on the alert for the kidnappers, a description of whom has been supplied them by the complainant.

HONGKONG YARN
MARKET.

Messrs. S. D. Setna & Co., in their market report for July 1 to 31, state:—

Cotton.—There is no stock in the market, hence no reliable prices can be quoted.

Indian Yarn.—During the earlier part of the current month our market ruled rather weak as some of the importers were eager sellers. Latterly telegraphic intimation of a stronger demand at Bombay, coupled with an advance there, of about Rupees fifty per bale, strengthened our market, and prices show a good advance of about \$10 to \$15 per bale in selected threads. Business during the month is reported of about 100 bales of No. 6s.—5,000 bales of No. 10s.—2,000 bales of No. 12s.—200 bales of No. 16s.—and 600 bales of No. 20s.—in all about 7,900 bales. The unsold stock is estimated at about 5,000 bales. Sold but undeclared stock, in Chinese hands, is said to be about 15,000 bales. Market closes steady.

ARMED ROBBERY AGAIN.

OCCUPANT STABBED.

The occupier of an unnumbered matted at Wongmewul reports that at 5 a.m., yesterday, four men broke into his matted.

Two of the intruders seized him and demanded the key of his box. He called out "thief," whereupon one of the robbers produced a dagger and stabbed him several times on the arms, hands and legs. They then decamped taking with them a metal clock valued at 60 cents.

The wounded man was sent to the Government Civil Hospital to have his wounds dressed. No arrests have been made.

SINGAPORE COLLISION.

BIG SHIPPING CLAIM SETTLED.

In September last year, the Straits Steamship Co.'s steamer "Kuala" was tied up alongside godown No. 3 at Tanjong Pagar, and the "Hong Wan I," which was leaving port for Penang failed to keep her course and collided with the "Kuala," which was damaged. An action was filed by the owners of the "Hong Wan I," in which they claimed \$61,465 as damages. On July 27 in the Singapore Supreme Court, before Mr. Justice Barrett Lennard, Mr. H. D. Mundell, on behalf of the plaintiffs, said that the defendants, who were represented by Mr. L. E. Gaunt, had placed \$55,000 in settlement of the claim. He would suggest the claim be dismissed without any order as to costs. The court agreed to this.

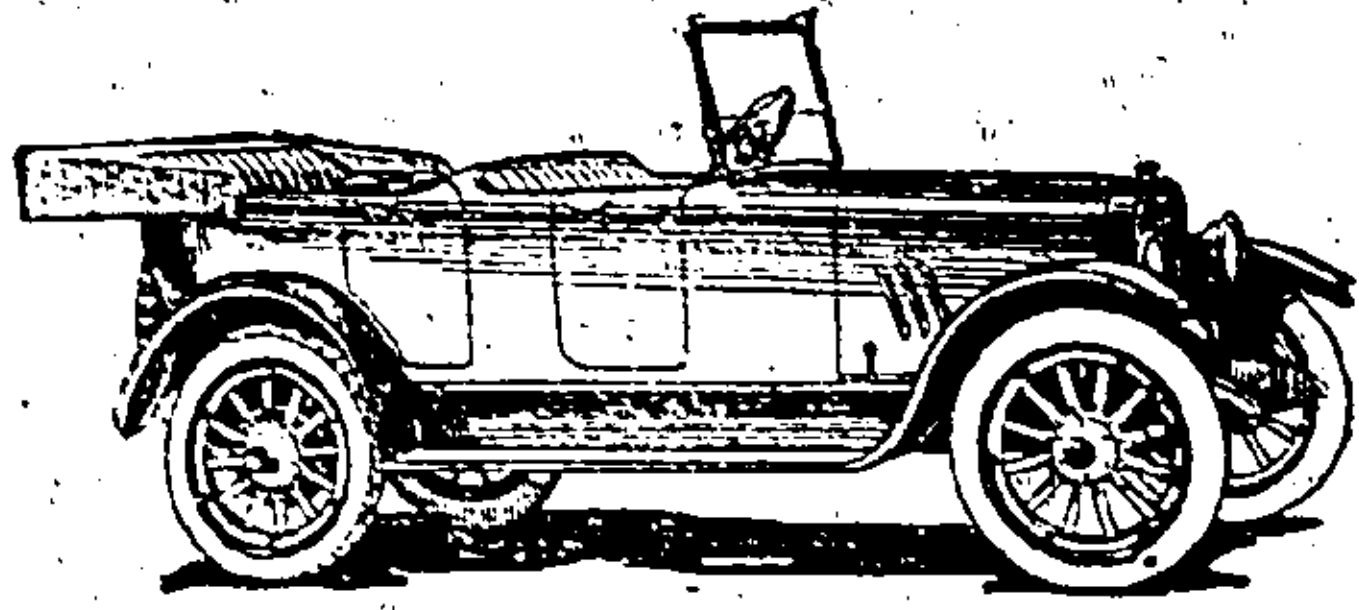
Addressing Sub-Inspector Willis who was present in Court, the Magistrate asked if it was not the procedure for half the fine to be given to the Po Leung Kuk for the upkeep of the children.

The Inspector replied that that was a matter to be dealt with by the Secretary for Chinese Affairs.

CABLE ADDRESS: "MERCURY" HONGKONG.
 CODES: CASE
 A.R.C. 17th DISTRICT
 WIRELESS UNIT
 BENTLEY'S
 P. E. YOUNG
 MANAGER

MERCURY MOTOR CAR
 CO.
 59-61 Des Voeux Road Central,
 HONGKONG.

GENERAL OFFICE: 1345
 MAIN BRANCH: 677
 SHOW ROOM
 ROBINSON ROAD, 281
 WEST POINT BRANCH: 1345
 WORK SHOP: 2338



TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

IRISH OUTRAGES.

DUE TO RESENTMENT OF GOVERNMENT PROPOSALS?

"AN INSULT TO IRELAND."

LONDON, August 2.

In the House of Commons, Mr. A. MacAllan Scott suggested that in view of the murders in Ireland the Government should reconsider its decision to postpone the Home Rule Bill till after the autumn holiday.

Mr. Lloyd George declared that the carrying of the Bill before the adjournment would not immediately end the outrages in Ireland.

Mr. Devlin affirmed that the outrages were largely due to resentment of the Government's proposals.

Mr. Lloyd George replied that if he thought so he would regard the Irish situation as more desperate than ever. An impossible situation would be created if the fact that the Government was doing its best to satisfy the legitimate demands of Ireland were made an excuse for murder and outrage.

Mr. Devlin declared that the proposals were regarded in Ireland as an insult.

Mr. Lloyd George replied that he could hope any measure carried by any British House of Commons would meet the unreasonable demands which the bulk of the Irish people whom Mr. Devlin did not represent were making.

MODERATES TERRORISED.

Mr. Devlin declared that the Government's policy was driving the moderates in Ireland into the camp of the extremists.

Mr. Lloyd George emphasised that the Government had done their best according to their view of what was right and fair for both parties. People in the British Isles were not agreed that the moderates in Ireland had anything to do with the outrages which he firmly believed were the work of a very small minority. The moderates were so terrorised that they dared not express their views, but recently there had been signs that the moderate opinion had begun to assert itself. The latest instance was the very fearless verdict of wilful murder in the case of Police Commissioner Brooke.

Sir Hamar Greenwood formally presented the Restoration of Order in Ireland Bill which passed the first reading without discussion. The text will be issued on August 3.

Mr. Bonar Law stated that a guillotine motion would be proposed in respect of the Bill on August 5.

OFFICIAL ACCOUNT OF AN AMBUSH.

LONDON, Aug. 3.

An official account of the attack on the patrol at Bruffee on July 28 says that a patrol of eight men was ambushed by fifty. A private was seriously wounded at the first volley and lay in the road when two or three of the assailants used the wounded man's body as a rifle rest and took cover behind it. Their fire could not be returned, but after half an hour's fight the assailants were driven back. His comrades then dragged the wounded man to a cottage which the raiders surrounded and poured in a heavy fire until the arrival of reinforcements. One assailant was found mortally wounded.

CARDINAL CONDEMNS ACTS OF VIOLENCE.

In connection with the preparations for the Feast of the Assumption on August 15 Cardinal Logue has written a letter which is to be read in all Roman Catholic Churches in Dundalk in which, after condemning the acts of violence, he forbids anyone subject to his jurisdiction participating in political meetings or processions on Assumption Day, as is usual.

TEXT OF THE BILL VERY BRIEF.

LONDON, August 3.

The text was issued to-day of the Restoration of Order in Ireland Bill. It consists of only two clauses which state that as the ordinary law is inadequate for the prevention and punishment of crime and the maintenance of order in Ireland, powers are granted for the extension to Ireland of the provisions of the Defence of the Realm Act as regards trial by court martial. Crimes so tried shall be punishable with the punishment thereto assigned by statute or common law, but it is provided that when a person is charged with a crime punishable by death the court martial shall include one person, not necessarily an officer, nominated by the Lord Lieutenant, such person being certified by the Lord Chancellor of Ireland or the Lord Chief Justice of England as possessing legal knowledge and experience.

CABINET CONSIDERS NEW CRIMES BILL.

LONDON, Aug. 2.

The Cabinet this morning considered Ireland, especially the details of the new crimes bill, which will be introduced in the House of Commons on August 5.

GREEKS OCCUPY ALL THRACE.

KIRKILISSE, August 3.

The Greeks have occupied all Thrace as far as the Tchatalja line.

AIRMAN ARRIVES IN AUSTRALIA.

PORT DARWIN, August 2.

The Australian airman Lieutenant Parer arrived, thus completing the flight from England which he began in January.

NEW EPOCH IN JOURNALISM.

KING'S MESSAGE TO IMPERIAL CONFERENCE.

FREEDOM OF THE PRESS.

LONDON, Aug. 3.

The King has telegraphed as follows from the yacht "Victoria Albert" to Lord Atholstan at Montreal:—"The Imperial Press Conference which is gathering representatives from all parts of the British Empire marks a fresh epoch in the history of journalism. May your joint efforts be crowned by success and may they, by securing the freedom of Press, aid in the formation of a well instructed public opinion and promote all that tends to the advancement of civilisation and of the well being of the moral, social, and material world."

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

BITTER FRENCH COMMENT.

NECESSITY FOR ALLIED UNITY.

COMMON POLICY REQUIRED.

LONDON, August 2.

The French Press is bitterly commenting on the Spa decision with regard to coal which is regarded by France as a concession to Germany secured by Mr. Lloyd George at the expense of France. In this connection the *Times* emphasises the necessity for Allied unity in view of the critical European situation. It urges the British and French Governments definitely to settle clearly and declare a common policy in order to prevent serious misunderstandings.

BRITISH REPLY TO FRENCH CRITICISM.

LONDON, August 2.

The House of Commons has approved of a supply vote towards the £5,000,000 advanced in respect of German coal deliveries in order to secure regular deliveries to France. It was pointed out that the vote would not necessitate fresh borrowing as it would be supplied from actual receipts under the reparation clauses of the Peace Treaty.

Sir Worthington Evans stated that an arrangement for the advances was being made in order to provide the miners with adequate food. Replying to French criticism he showed the benefits accruing to France while Britain was not receiving a single ton, but was getting equitable consideration in other directions under the agreement made at Spa.

Mr. Lloyd George emphasised the necessity of the advances and said the British representatives reported that the people were not receiving within sixty or seventy per cent. of the food they enjoyed before the war.

BREEZE IN THE COMMONS.

WINSTON CHURCHILL AGAIN THE OFFENDER.

THE PREMIER HECKLED.

LONDON, August 2.

There was a slight breeze in the House of Commons this afternoon when various members heckled Mr. Lloyd George regarding a recent article in the *Evening News*, by Mr. Winston Churchill, which had been interpreted as suggesting that Germany's military assistance should be invoked against the Bolsheviks.

Replying to Sir D. McLean, who asked if the article was an expression of the agreed policy of the Government, the Premier said that he did not think the article was so much an expression of policy as a hankering. (Laughter.)

Sir D. McLean: Does the Prime Minister approve of this hankering on the part of one of his colleagues on matters of vital European politics.

Mr. Lloyd George: I really cannot control my colleague's desires. (Cries of "Oh!" and "You can get rid of him!")

In response to further questions, Mr. Lloyd George said that he did not think the article contained any declaration which was inconsistent with the policy of the Government.

THE AMERICA CUP.

NOVA SCOTIA ENTERS CHALLENGE FOR 1922.

YACHT TO COST MILLION DOLLARS.

MONTREAL, August 2.

Mr. A. G. Ross, an ex-member of Parliament, has sent a challenge to the New York Yacht Club on behalf of the Nova Scotia Yacht Club to race for the America Cup in 1922. If the challenge is accepted it is proposed that the boat should be designed by a Britisher and built in Canada. It should be manned by Nova Scotia fishermen. The yacht would be named the "Maple Leaf" and the cost is estimated at over \$1,000,000, which would be raised by popular subscription.

QUESTION OF FUNDS.

HALIFAX, August 3.

With regard to Mr. Ross's challenge for the America Cup in 1922, a representative of the Royal Nova Scotia Yacht Squadron declared that the squadron is willing to co-operate with Mr. Ross but he doubted the practicability of raising sufficient funds by popular subscription in Canada. It was estimated that the Ross project would cost nearer two than one million dollars. Yachting circles consider the challenge should be financed by an individual.

COUNTY CRICKET.

LONDON, August 2.

Middlesex beat Sussex by an innings and 123 runs.

TO-DAY'S NEW ADVERTISEMENTS.

TO-MORROW EVENING THURSDAY, AUGUST 5th.

at 5.30 p.m.

AT ST. ANDREW'S HALL.

REVUE CONCERT

BY

D. F. AMELIAS CO.

SEATS NUMBERED

Plan at MOUTRIE'S. Prices: Adults \$2; Men in Uniform and Children \$1.

INSTANTANEOUS SUCCESS

OF

MABEL NORMAND

in her latest

GOLDWYN COMEDY

"THE VENUS MODEL"

at

THE CORONET.

FOR THREE NIGHTS MORE ONLY!
DON'T MISS IT!

BASE INGRATITUDE.

ROBBED HIS FRIEND.

A MIDNIGHT TRETF.

A Chinese was this morning charged before Magistrate Smith with the theft of a box containing clothing, money, and jewellery to the total value of \$123, from No. 74, Winglok Street, the property of a friend.

The police said that the defendant had been only two days in the Colony and had been housed and fed by his friend. He abused the other's hospitality and trust by robbing him. Last night the complainant, the defendant, and a cook went to sleep as usual in a rear cubicle. In the middle of the night the cook was awakened by the sound of someone moving a box. He called out "Who is there?" and the defendant replied that it was all right. He explained that he had been to the lavatory, and on his return had stumbled into the box in the dark. The defendant returned to his bed, and the cook again went to sleep. In the morning the complainant missed his box. He questioned the cook, and the latter told him what had happened during the night. A search of the house was made, but the defendant was nowhere to be found. In the back yard, the complainant found his box. It had been broken open and was empty. The back door was open. The defendant was not seen again until that evening when the complainant met him in Chinatown. When he taxed defendant with the theft the latter made a "clean breast" of it. He rendered the complainant every assistance in the recovery of the missing clothing and jewellery from various pawnshops. The defendant also returned a part of the stolen money saying that he had spent the balance.

After the complainant and his cook had given evidence, the Magistrate convicted the defendant and passed sentence of one month's imprisonment with hard labour.

LOCAL AND GENERAL.

Six men, four of whom are Independent Socialists, have been sentenced by the Boon Court to two years' imprisonment for painting the statue of Kaiser Wilhelm I. red.

Osaka and neighbourhood once had 74 shipbuilding yards, but just over a dozen were working at the end of June. There were 22 ships under construction, representing 44,000 tons, against 47 ships, representing 94,955 tons, at the end of June last year.

The 25 per cent discount from the regular rates heretofore enjoyed by guests who had been living in the Manila Hotel prior to November 1, 1919, has been discontinued since August 1, from which day all permanent guests will be charged the same flat rate, that is, ten per cent less than the regular hotel rates.

As the liner left the wharf at New York the free and enlightened American citizen heaved a sigh of relief. "I guess I'll have a highball," he said to the Steward. "I guess not, sir," replied the affable Steward. "Why not?" said the U.S.A. man. "This is a British ship, isn't it?" "Yes, sir." "Then why can't I have a drink?" "We have not yet passed the Statue of Liberty, sir," replied the Steward with unconscious irony.

Mr. G. Wyman Abbott, a solicitor of Peterborough, and an antiquary, has unearthed in the district a skeleton of the Neolithic or Bronze Age. The date has been placed at least 2,000 B.C., but is thought more probably to be nearer 3,000 B.C. The body was found in a crouching position, with the head to the north and feet to the east, while the hands were pressed against the chin. No relics were found with the skeleton, which, from all appearances, is that of a female, 25 to 30 years of age.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

DURING the temporary ABSENCE of the undersigned on leave, or until further notice, the Hongkong Agency of the CHINA MAIL S.S. CO. Ltd., will be in charge of Mr. C. T. SURREIDGE, effective August 4th.

O. B. RITTER,
Agent.

Hongkong, August 4, 1920.

LOST.

STRAYED, from No. 8, Cox's Road, Kowloon, FOX TERRIER, PUR four months old. Black markings on head, and black spot on back. Answers to "SPUD." Reward if necessary, on returning to above address.

Four New Launches are under construction for the "WALLA WALLA" Fleet.

NOTICES.

Lane, Crawford & Co.

JUST ARRIVED

A LARGE SELECTION OF

GOLF HOSE

IN SHADES OF FAWN, DARK AND MEDIUM GREYS

LOVAT and HEATHER MIXTURES

LIGHT WEIGHT.

— ALSO —

A SMART BROGUE SHOE

SUITABLE

FOR GOLFING OR WALKING.

IN FULL SIZES AND HALF SIZES.



COLUMBIA GRAFONOLA

THE SUPREME
INSTRUMENT OF
MUSIC

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

ROUND THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 8.00

Phone 2499.

BREEZY GARAGE,

161, Des Voeux Road, Central,
(next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

"ROYAL TONIC"

and Digestive Bitters.

A Refreshing & invigorating
Drink and an Excellent Liqueur.

During the extreme heat of the
Summer, its use has a most
remarkable effect, producing
buoyancy of spirits and energy.

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Tel. No. 125.

6, QUEEN'S ROAD, CENTRAL,
HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.).
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 8 p.m.).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Manxion, or from Messrs. T. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.

VIA PANAMA CANAL.
S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO

FOR BRINDISI, VENICE, TRIESTE, Etc.

TAKING CARGO ON THROUGH BILLING
TO LEBANT, BLACK SEA & DANUBE PORTS.
Via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about 5th August.

S.S. "INNSBRUCK"

Sailing on or about 6th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD., and APCAR LINES, connecting with

S.S. "UMONA"

Sailing on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

HOO CHEONG WO & Co.

Shipchandlers, Metals and Hardware Merchants,
Sail Makers and General Store Keepers.

51 & 52, CONNAUGHT ROAD (CENTRAL), HONGKONG.

Telephone No. 591. Code A. B. C. 5th.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Manzanillo, Durban and Cape Town via Singapore.

MEXICO MARU.....Friday, 13th August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

ITZON MARU.....Friday, 20th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHISEI MARU.....Wednesday, 1st September.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KUNAGIRI MARU.....Friday, 25th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HONOLULU MARU.....Thursday, 6th September.

NEW ORLEANS—Borneo MARU.....Wednesday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG—via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARU.....Sunday, 8th August.

TAKAO via SWATOW and AMOY.

BOHRI MARU.....Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....Sailing Aug. 6th.

"HWAH PING".....Sailing Sept. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2577. 111, Connaught Road Central.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL:
HOIHOW, PAKHOI & HAIPHONG.....Aug. 5, at 9 a.m.
HONGKONG.....Aug. 5, at 9 a.m.
SHANGHAI.....Aug. 5, at 4 p.m.
AMOI, MANILA, CEBU & ILOILO.....Aug. 7, at 4 p.m.
SHANGHAI & TIENTSIN.....Aug. 8, at 4 p.m.
WIMBAWEL, CHEFOO & TIENTSIN.....Aug. 10, at 10 a.m.
AMOI, SHANGHAI & PUKOW.....Aug. 10, at 10 a.m.
SWATOW & BANGKOK.....Aug. 10, at 10 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, amidehips, Electric Light and Pass in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Bangkok (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE".....About Aug. 15th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET".....About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELEKTON".....About Aug. 26th.

Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Manxion.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "SAUCON".....About 15th Aug.

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephone 2477 & 2478. AGENTS. 5th Floor, HOTEL MANXION.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW".....About 15th Aug.

S.S. "EASTERLING".....About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. AGENTS. 5th Floor, HOTEL MANXION.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE DEPARTURES ABOUT SAILING ABOUT
S.S. WEST HIKKA.....Aug. 22.....S.S. WEST HIKKA.....Aug. 22.
S.S. VINITA.....Sept. 12.....S.S. VINITA.....Sept. 12.
S.S. WEST HIKTON.....Oct. 7.....S.S. WEST HIKTON.....Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points, no Transshipment on route.

Ships in connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF.

Branch Offices—Kobe, Shanghai, Manila, Singapore, Hongkong.

Hongkong Office—Prince's Building, Chater Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone 2477 & 2478.

SHIPPING

CP & OS

SAILINGS

HONGKONG to VAGOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama).

From Hongkong Vancouver

STEAMERS	From Hongkong	Vancouver
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 28	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 8	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P. & O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For Fare and other information, please apply to—

HONGKONG OFFICE: CANADIAN PACIFIC

Cable address: GACANPAC.

Telephone 721. Office address: GACANPAC.

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

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VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 18th 1920. August 23rd 1920. September 24th 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Tel. - Passenger Dept. 1934.

Prince's Buildings, 104 House Street. Tel. Freight Dept. & Agent. 2151.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class (Coast) Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE: HAICHING.....Capt. A. H. Stewart.....FRIDAY, 6th August, at 2 p.m.
HAICHONG.....Capt. S. Thomson.....TUESDAY, 10th August, at 2 p.m.
HAICHONG.....Capt. W. O. Passmore.....FRIDAY, 13th August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON "KANSAS".....On 10th Sept.
LONDON "SWAZI".....On 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

Or to KRIBB & Co., Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG:
"BIRMINGHAM CITY".....via Swatow.....7th Aug.
"NINGBOH".....via Swatow.....8th Sept.
"CITY OF DUNKERK".....via Swatow.....10th Sept.

Shippers proceed via Swatow or Panama Canal at Ocean's option. Subject to change without notice. For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES:

CHINA COAST, ETC.

SWATOW.

Aug. 5—J.C.J.L. Tshatjap
5—J.C.S.N. Kwonggang.
6—D.L. Hailong.
8—O.S.K. Kajo Maru.
10—D.L. Hailong.
10—C.N. Chusan.
13—O.S.K. Shih-sha Maru.
13—D.L. Hailong.

AMOY.

Aug. 6—D.L. Hailong.
8—O.S.K. Kajo Maru.
10—D.L. Hailong.
12—O.S.K. Shih-sha Maru.
13—D.L. Hailong.

FOOCHOW.

Aug. 6—D.L. Hailong.
10—D.L. Hailong.
13—D.L. Hailong.

SHANGHAI.

Aug. 5—J.C.S.N. Kwonggang.
5—C.N. Sinking.
6—J.C.J.L. Tshatjap.
7—C.N. Chusan.
8—J.C.S.N. Kwonggang.
8—R.F. O. Plancy.
10—P & O. Paul Locat.
15—M.M. Achilles.
17—B.F. Mentor.
23—B.F. Mentor.
Sept. 1—B.F. Mentor.
2—B.F. Mentor.
4—M.M. Arratoon Apar.
12—B.F. Mentor.
15—B.F. Mentor.
22—B.F. Mentor.
23—B.F. Mentor.
Oct. 7—B.F. Mentor.
8—B.F. Mentor.

WEIHAWEI AND CHEFOO.

Aug. 7—C.N. Kueichow.

HANKOW.

Aug. 23—B.F. Mentor.
Sept. 15—B.F. Mentor.

TIENTSIN.

Aug. 7—C.N. Kueichow.
7—J.C.S.N. Chusan.
16—B.F. Mentor.
Sept. 22—B.F. Mentor.

TSINGTAO.

Aug. 7—C.N. Team.

TAKAO.

Aug. 12—O.S.K. Shih-sha Maru.

KEELUNG.

Aug. 8—O.S.K. Kajo Maru.

HAIPHONG AND HOIHOW.

Aug. 5—C.N. Hailong.

PAKHAI.

Aug. 5—C.N. Kajo Maru.

SAIGON.

Aug. 20—M.M. Amazeon.
Sept. 1—O.S.K. Shih-sha Maru.

BANGKOK.

Aug. 10—C.N. Chusan.
Sept. 1—O.S.K. Shih-sha Maru.

SINGAPORE.

Aug. 10—J.C.S.N. Kwonggang.
10—J.C.S.N. Chusan.
Sept. 1—O.S.K. Shih-sha Maru.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,270	13th Aug.	MASSILLON LONDON & A'warp.
"KALVAN"	9,040	13th Aug.	MASSILLON LONDON & A'warp.
"PLASST"	7,400	26th Aug.	MASSILLON LONDON & A'warp.
"AHIVA"	8,000	14th Sept.	MASSILLON LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"JEYPORE"	5,200	5th Aug.	Shanghai, Japan and Yama.
"JAPAN"	6,100	5th Aug.	Shanghai and Japan.
"PLASST"	7,400	10th Aug.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. In Saloon Passenger may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo. All Cabins are fitted with Electric Fans free of charge. Steamers are fitted with dates are liable to be cancelled or altered without notice. Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and books, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSIMI MARU ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIDZOKA MARU ... Friday, 20th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th August, at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban and Cape Town.

PENANG MARU ... Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Monday, 9th August.

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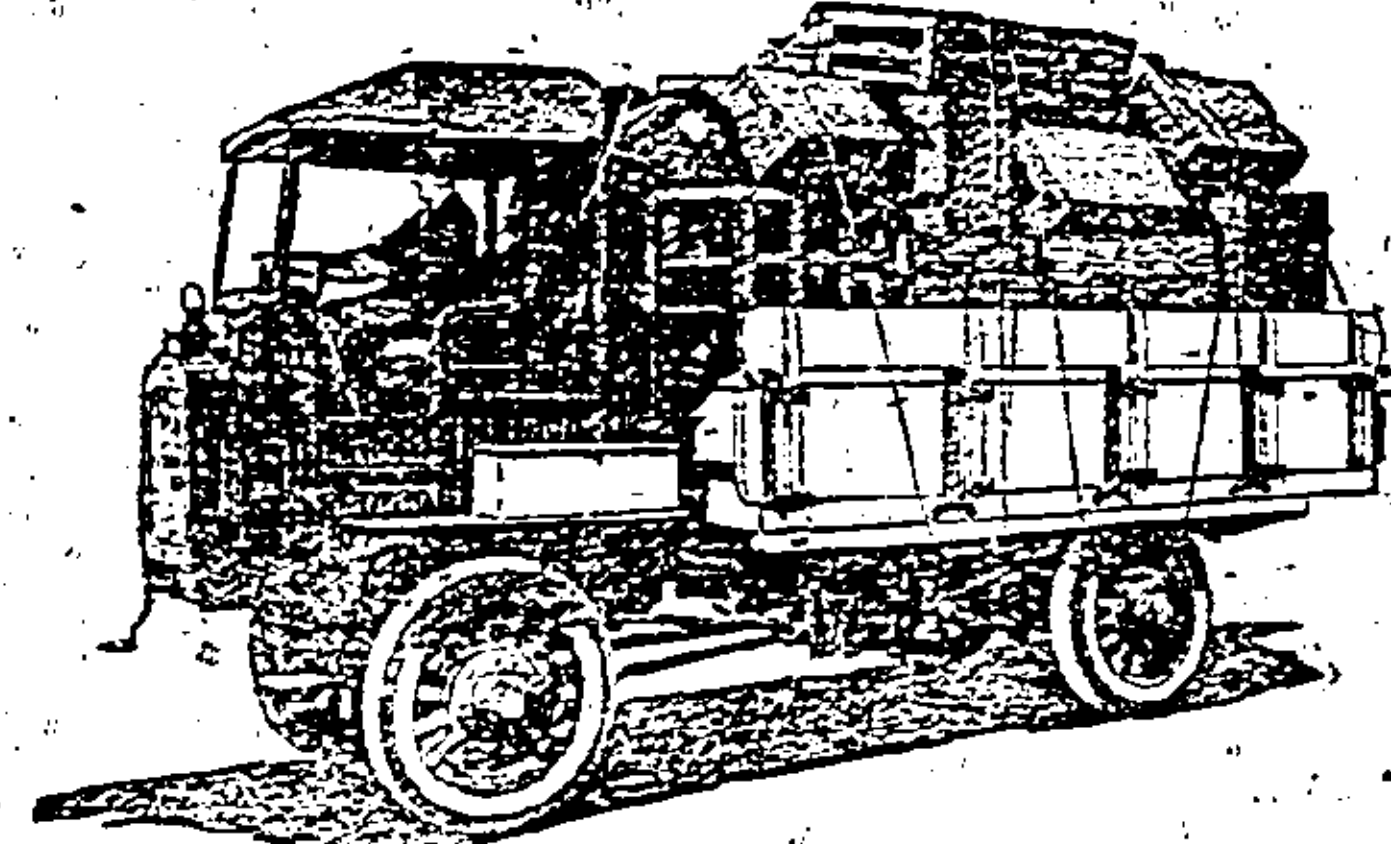
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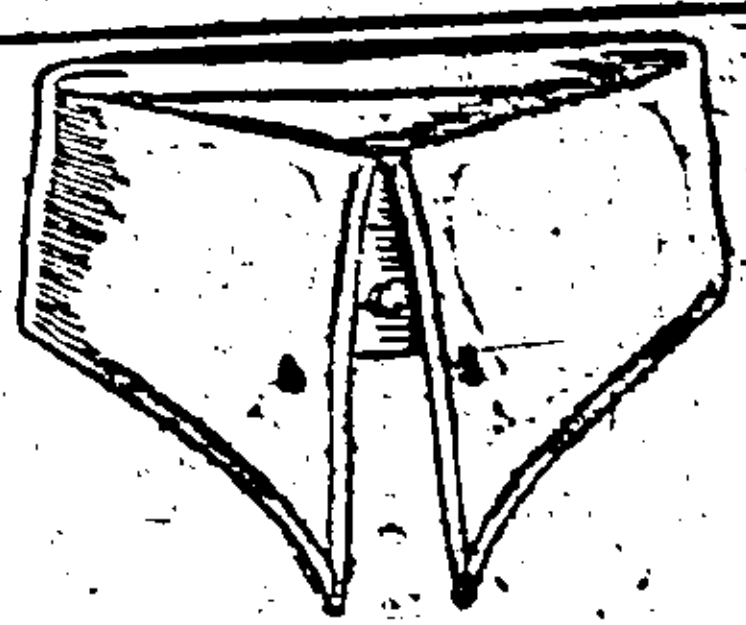
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MORE SECRET HISTORY.

WHITEHALL AND WASHINGTON.

MR. DANIELS SARCASTIC.

The secrecy under which the American Navy operated during the war was lifted further to-day by Secretary Daniels, says the New York Times of May 12.

Continuing his testimony before the Senate committee investigating Rear Admiral Sims' charges that the navy failed to co-operate fully with the Allies, the Secretary read a confidential cablegram sent to Admiral Sims at London on July 4, 1917, by President Wilson and reading as follows:

Washington, July 4, 7 p.m.

From the beginning of the war I have been greatly surprised at the failure of the British Admiralty to use Great Britain's great naval superiority in an efficient way. In the presence of the present submarine emergency, they are helpless to the point of panic. Every plan we suggest they reject for some reason of prudence. In my view this is not a time for prudence, but for boldness, even at the cost of great losses.

In most of your despatches you have quite properly advised us of the sort of aid and co-operation desired from us by the Admiralty. The trouble is that their plans and methods do not seem to us efficacious. I would be very much obliged to you if you would report to me, confidentially, of course, exactly what the Admiralty has been doing, and what they have accomplished, and, added to the report, your own comments and suggestions, based upon independent thought of the whole situation, without regard to the judgments of any one on that side of the water.

The Admiralty was very slow to adopt the protection of convoys, and it is not now, I judge, protecting convoys on adequate scale within the danger zone, seeming to keep small craft with the grand fleet. The absence of craft for convoy is even more apparent on the French coast than on the English coast and in the Channel.

I do not see how the necessary military supplies and supplies of food and fuel oil are to be delivered at British ports in any other way within the next few months than under adequate convoy. There will presently not be ships, or tankers enough and our shipbuilding plans may not begin to yield important results in less than eighteen months.

I believe that you will keep these instructions absolutely and entirely to yourself and that you will give me such advice as you would give if you were handling and if you were running a navy of your own.

WOODROW WILSON.

OWNED BY THE ADMIRALTY. Admiral Sims' response, Mr. Daniels testified, was "a long telegram of generalities of what the British Admiralty was doing." In regard to this Mr. Daniels read to the committee a personal letter from the Admiral to Ambassador Page at London on August 7, 1917, in which he said in part:

"In this connection I have a suggestion to make. I have received word, practically directly from the President, that he was much displeased with my reply to his cablegram; that it did not change his opinion at all; that he regards me as owned by the Admiralty and so pro-British that he seriously considered the advisability of replacing me by some other officer."

In presenting the text of the President's cablegram, Secretary Daniels said:

"From the day the United States entered the World War the President kept in close touch with all matters affecting naval policies and was keen in proposing and following up plans for new, bold and audacious methods against the submarines. He was familiar with the cablegram I sent to Admiral Sims in April, 1917, suggesting plans for shutting the submarines up in German waters, the plan proposed by the Bureau of Ordnance in April, 1917, for a barrage across the North Sea, and the earnest desire of the Navy Department to run any risk to secure the adoption of daring and effective offensive measures."

"The new and bold measures suggested by the Navy Department in the spring of 1917 were all pronounced 'impracticable' by Admiral Sims, who reported that the British Admiralty declined co-operation because they were 'unfeasible' or 'impracticable.' though they were finally accepted after much pressure by the Navy Department and proved the most effective offensive movement against the submarine."

"The President believed so strongly in new and offensive measures that the attitude of Admiral Sims in opposing the really great plans proposed by the department led him to send a plain telegram to Admiral Sims in July, 1917."

WASHINGTON URGES BOLDNESS AND AUDACITY.

After reading the President's message and saying that "Admiral Sims' reply was a long telegram of generalities of what the British Admiralty was doing," Secretary Daniels continued:

"He told of a combined sea and land attack to force back the German right flank and deny them the use of Zebrugge as a provisioning base. This was the kind of bold and audacious thing the President and the department had been urging from the entrance into the war, but even then, as Admiral Sims said, it had not been definitely decided by the War Council, though the daring and successful attack on Zebrugge came much later, it might have been a different story if it had been undertaken earlier when the Navy Department was urging such bold plan, all of which Admiral Sims thought 'impracticable' when proposed and urged by the navy."

In his answer to the President, referring to the American Navy's plans for preventing the egress of the German submarines, which, in 1918 were successfully carried out, Admiral Sims cabled: "I have been shown studies of the proposed plans and I consider them impracticable," and evidently sought to discredit the Navy Department's plans by saying: "These same suggestions and many similar ones have been and continue to be made by people of all classes since the beginning of the war. Instead of accepting the department's suggestions of great offensive plans, or originating some plan that promised to stop the egress of German submarines, his mind was closed, as the above and many other extracts show, to every plan looking toward the great offensive which in the fall of 1918 was the most effective foe of the submarine."

Admiral Sims cabled the President that the proper policy to pursue was to adopt the suggestions he had made to the Navy Department, most of which had been decided upon and put in operation before Admiral Sims had suggested them, and he added that we should adopt an organization similar in all respects to the British squadron, virtually transfer all naval authority to his headquarters in London and that he should be given a larger staff.

"He was careful not to say, though he regarded the Queenstown base and surroundings as the critical area, that as rapidly as American destroyers arrived the British destroyers were removed to another area, though he now makes the preposterous statement that the failure to have more destroyers in that critical area (we had thirty-four at that time out of our total of fifty) occasioned the loss of 500,000 lives and \$15,000,000 of money."

HYPNOTIC BRITISH INFLUENCE. "There are two remarkable and significant statements in his cable to the President, particularly significant in the light of his later letters and statements."

"I have cabled the President that the views he had expressed were 'in all cases an independent opinion,' and in the very next paragraph showed how 'independent' his opinion was when he said it was 'based upon specific facts and official data which I have collected in the Admiralty and other Government departments' (meaning the British). He closed the paragraph by saying: 'They constitute my own conviction and hence comply with our request for an independent opinion.'"

"2. He also cabled the President: 'Depend upon the fact, which I believe to be true, that regardless of any future developments we can always

count upon the support of the British Navy. I have been assured this by important Government officials."

This is the most remarkable of all the abundant evidence that Admiral Sims was so hypnotized by British influences that he was willing to try to lure the President of the United States into the feeling that 'regardless of any future developments, we can always count upon the support of the British Navy.'

"It would be interesting to know what British Government officials assured him that 'regardless of any future developments' the United States can always count upon the support of the British Navy. It seems inconceivable that any Admiral could have regarded such assurance as worth paying the tolls to transmit. Every schoolboy should know that no government official in a democratic government could pledge his country's navy to support another government 'regardless of any future developments.'"

"It is to be hoped that if Admiral Sims has such assurances he will send a copy of the pledge in writing with the name of the 'important government officials' appended thereto to be filed in the archives of 'Sops' for the Simple."

SECOND FIDDLE OUT OF TUNE. "This statement shows how completely and absolutely and hopelessly Admiral Sims was under the spell of influences which made him believe that the British Government could be depended upon more to take care of America rather than that America should depend on her own strong right arm. It is one thing to co-operate heartily and upon equal terms with the navy of another country. That was the Navy Department's attitude throughout the war. It is quite another thing to be absorbed in belief in the infallibility of another country and to have an obsession of its supposed superiority. That was the attitude of Admiral Sims as evidenced by his own statements and action."

"This attitude of acceptance of everything British undoubtedly accounts for his opposition to the creation of an independent American army and his idea that American troops sent abroad should be used as an annex to the British army, quoting General Bliss as recommending that policy. When General Bliss read that Admiral Sims had quoted him as advocating such a policy, he wrote at once to the Secretary of War declaring the truth to be exactly the reverse."

THE HONOURS OF WAR.

Secretary Daniels presented a letter from former Representative Carlin of Virginia, dated April 20 last, stating that while Mr. Carlin was visiting London in December, 1918, Admiral Sims had 'disbursed' his mind of the view that 'our navy had been of great importance during the war and had accomplished splendid results.'"

"He told me our navy was small and ineffective as compared with the British Navy, and that our achievements had amounted to but little during the war," wrote Mr. Carlin. "I remember that after leaving the Admiral I told my son, who was with me, that the Admiral should be in the British Navy and on their payroll, and not on ours."

Admiral Sims' charge that the Navy Department refused to send enough anti-submarine vessels to the war zone was disproved by the Admiral's own language. Mr. Daniels testified. He read a cablegram from Sims dated April 28, 1917, stating that twenty odd American destroyers operating from Queenstown would put down the submarine activity and keep it down. By the end of May there were twenty-eight destroyers and two tenders at Queenstown, the Secretary said.

Secretary Daniels also criticized Admiral Sims in connection with awards for attacks on U-boats, saying:

"Instead of making his own independent inquiry into reports of our commanders that submarines had been damaged or sunk, Admiral Sims, according to the statement issued by his own headquarters, submitted such reports to the British Admiralty and accepted the Admiralty's awards. Out of 255 attacks on submarines by the United States naval vessels under his command, in 183 of which cases there was definite chart evidence of a submarine in the vicinity, they were given credit for only twenty-four successful attacks, most of those being listed by the Admiralty as resulting in the U-boat being possibly slightly damaged."

HONGKONG HEALTH.

To-day's return of notifiable disease records one fatal case of plague, of which the victim was a Chinese.

The two Japanese cases of plague reported on Monday were imported. The return for the week ending Saturday last shows three fatal Chinese cases of cerebro-spinal fever. There were also eight cases of enteric fever (four fatal and two imported), three of which were British, one Polish, and the remainder Chinese.

Three Chinese died from influenza.

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HAPLESS HUNGARY.

140,000 PEOPLE BREADLESS FOR A WEEK.

From a lecture delivered by Professor Ferenczi, of the Budapest University, it appears that in Budapest the prices of foodstuffs have risen enormously, but the rise in the prices of clothing is still more exorbitant. From November, 1918, to April, 1920, the weekly rations were reduced as follows: Flour, including bread, from 7.60 to 3.60 kilos; sugar, from 0.75 to 0.30; fat, from 0.50 to 0.10; but this is not being issued at all at present. The majority of the population are unable to pay the prices of 32 to 34 kronen for flour which are demanded by profiteers. The tiny bread ration of less than a quarter of a pound, per head could not be issued in March at all, and hence 140,000 people were left without bread for a week.

Hundreds of families are huddled together in railway wagons or other shelters unfit for human habitation. The want of clothes, linen, and shoes is intense. Thousands of mothers formerly belonging to the well-to-do classes have applied to charitable institutions or the authorities for baby clothes. Thousands of children have been prevented in the cold season from going to school for want of shoes.

In 1919 the number of deaths exceeded that of births by 1,550, and the number of victims of consumption rose from 3,260 in 1912 to 4,611 (or 43.9 per 10,000 inhabitants) in 1919. The mortality among babies and small children particularly is assuming enormous dimensions, the causes of death being diseases entailed by poverty.

The negotiations between the Hungarian Bank and Handelsgeellschaft and a group of English financiers have resulted in an agreement. The directors of the bank have convened an extraordinary general meeting at which the syndicate will be renamed the British and Hungarian Bank Ltd. and the share capital will be increased from 120,000,000 to 220,000,000 kronen by the issue of 200,000 new shares. On the completion of this measure the total capital of the bank including its visible reserves, will amount to 390,000,000 kronen. Thus English capital is now prominently represented in the economic life of Hungary side by side with Italian and French capital.

SIBERIAN MAPS.

A DIPLOMATIC INCIDENT.

A short time ago there appeared a long story in the Japanese papers, with promises of exciting disclosures to follow, of how a nephew of Prince Oyama sold some Siberian maps of strategic value to the representative of a certain foreign Power, and how negotiations were proceeding for getting them back. Then suddenly the story ceased, and we had supposed that it was officially prohibited, though no such prohibition had reached this office, says the Japan Chronicle. However, the story was, in due course, telegraphed abroad by the semi-official news agency, so apparently there is no harm in publishing it. The curious part of it is that, while the American Embassy made a special request for publicity, it was only at this point that the Japanese Press became completely silent on the matter. The story, as telegraphed abroad by Kokusai on the 9th instant, is as follows:

The American Charge d'Affaires, replying to the request of the Foreign Office for the return of the maps, which are alleged to have been stolen from the War Department archives and sold to the American Military Attache, explained that the Embassy was in possession of the maps, which had evidently once been the property of the Russian Imperial General Staff, but there was no evidence that they had ever been the property of the Japanese Government. He said that they had been offered to the Military Attache for sale, but that he had decided that they were valueless and had notified the vendor to call and secure his property. He never came. The Charge d'Affaires expressed his willingness to return the maps to Oyama, who is accused of stealing the documents from the Russian Survey Department when the Japanese occupied Harbin, or on his order. The American Charge d'Affaires requested publicity for the text of his reply.

The Department of Justice subsequently secured an order from Oyama and the maps were handed over. The request of the American Charge d'Affaires for publicity has been denied on the grounds that the case is *sub judice*, which will also prevent the Embassy itself from securing its publication as any newspaper which publishes it will be liable to prosecution.

This last statement is evidently made in error, the Chronicle concludes. FOR A WEAK STOMACH. A general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much, and when constipation, the one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

FLYING BY NIGHT.

SOME CURIOUS PHENOMENA AFTER DARK.

Major C.C. Turner, writing in the Observer, says: "Ascending in the night, either from an illuminated aerodrome, or in complete darkness, the pilot judges by the feel of his controls the moment for departure from solid earth. As the speed of the machine on the ground increases, the slightest pulling of the control wheel towards him is restricted by the pressure of the air on the tail and elevator planes. As the speed increases the resistance increases, for the tail gets off the ground, and the machine assumes its flying attitude. The pilot knows by long practice the amount of resistance to the control which means that the machine is ready to get off. All this occupies only a few seconds. Theoretically, it would be possible to judge the right moment by watching the Air Speed Indicator, for each type of machine has its own air-speed for taking off. It has been done in that way; but generally speaking, the pilot relies upon his hands."

The operation of controlling the machine is as simple by night as it is by day. Naturally however, the identification of locality is not so easy. Until sufficient altitude is attained and the machine is on its correct course, concentration of the attention is required. Once this is done and the steering course determined (and it often differs by a few degrees from calculations based upon the observation of the ground wind before the start) it is only a question of keeping accurate note of the time and of landmarks.

LIGHTS OF HEAVEN AND EARTH.

Even on moonless nights the broad features of the country are discernible. The lights of towns and of railways and navigation lights on the coast all help. Added to these, we now have the aerial lighthouses at the air stations, and at a few places on the principal air routes.

With increase of altitude the stars become more and more brilliant. On a long flight, if the machine carries a navigator, stellar observations can be taken to correct the positions; but, speaking generally, these are not necessary. There is, by the way, an instrument at present only in the design stage, which, it is claimed, would dispense with astronomical navigation, either by aircraft or by ships. If these hopes be fulfilled, the value to air and marine navigation will be incalculable.

Unexpected bad weather, at the present early stage of aerial development, is worse at night than by day. It is a risk that should not be run. A rain-storm of limited area does not so much matter, for it is so passed; but it usually means going off the course, and sets the compass needle (or disc) spinning on account of unconscious turning movements. These involuntary turns, however, can usually be prevented by observation of the Turn Indicator.

Landing at night is not so difficult as the layman supposes. A great many pilots habitually make better landings at night than in the daytime. Possibly a contributory cause is the comparative absence of disturbed air near the ground at night. Curiously enough there are innumerable instances on record of landings made at night under conditions and in small spaces that the pilot would simply not have attempted by daylight.

PILOTS' NIGHT EYES.

Even without the aid of landing lights or flares on the machine, it is very remarkable that the pilot can often see the nature of the ground he is coming to. In the case of a forced landing not in an aerodrome there are, obviously, dangers; but even in these circumstances a vast number of perfect good landings have been made. This, however, is not to be regarded as an inevitable circumstance of flying. For civilian aviation there must be (1) appointed routes with emergency halts, (2) the circumstances that lead to the forced landing must, so far as human foresight and contrivance can assure, be overcome.

Before landing it is customary to put on the flares carried on the machine. These burn long enough to cover the operation. Oddly enough, a great many pilots prefer not to use them. One reason is that on occasion they have been known to fail, leaving the pilots' eyes blinded and perplexed by the contracted obscurity.

Coming in from an evening flight the pilot emerges from almost complete daylight to the gloom of night; the air seems full of light long after the sun has set. He sees the ground clearly, and lands. He dismounts, and immediately discovers that he needs an electric torch to walk round his machine. On the earth night is already in full sway.

TEETHING CHILDREN.

TEETHING children have more or less of a diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than usual. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

New shipment of
FROZEN SMOKED FISH

Selected Fillets	60 cts. per lb.
Finnan Haddocks	50 " "
Selected Kippers	40 " "
Red Herrings	30 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

HALF CENTURY OF CRIME.

THE LATE SIR CHARLES MATHEWS AND SOME FAMOUS CASES.

One of our greatest criminal lawyers, Sir Charles W. Mathews, who died soon after he resigned his post as Director of Public Prosecutions was 70 years of age, and was a great worker. He intended to retire five years ago, but consented to remain because of war duties. It was decided that he should carry on until October next, but, unfortunately, his health broke down and he died in a nursing home in London.

The stepson of a famous comedian, whose name he adopted by Royal licence, the late Sir Charles was born in 1850. Educated at Eton, he was called to the Bar nearly half a century ago, and since then he played a prominent part in most of the famous criminal cases of England.

Montagu Williams described him as "the very best pupil I ever had," and the thoroughness of his work made an instant impression. In one great case after another he showed wonderful ability. A deadly cross-examiner because of his careful preparation and his suavity that in no way hampered his relentless methods. Humour had not appealed to him unduly, but he never underestimated the power of eloquence. His speech on occasion had been so dramatic as to call for critical comments on the ground of theatricality, but the criticism was never strong, for his eloquence was no greater than his sound knowledge of law and his ability to seize on every vital point.

Sir Henry Hawkins was a great admirer of Sir Charles, who appeared in court one day suffering from appendicitis. The great judge knew of this and permitted counsel to make his speech while sitting down. Shortly afterwards came an operation for the disease, and on New Year's Day Sir Henry appeared at the house of Sir Charles, and brought as a present a massive silver frame. "I hope you will make a fresh start," said the judge, "and begin the New Year with a clean bill of health."

The little present was one of Sir Charles' most cherished possessions. The Camden Town murder was one of the most famous cases in which Sir Charles appeared, and he conducted it for the Crown in a masterly way.

He looked upon the Mignonette case, however, as one of the most sensational. In this a captain and mate, under stress of starvation, killed and ate a cabin boy on the high seas. The barrister, the Casement case, the Goudie bank frauds, the Lamson murder case, and the Chapman poisoning case are a few of the trials in which he played a prominent part. His devotion to the law induced him to neglect the law; his use of accurate English. A great traveller, he visited Australia three times, and knew the Continent well.

Sport always appealed to him, but his taste was a very catholic one. Once he contested Winchester unsuccessfully in the Liberal interest. It was in 1886 that he was appointed junior to the Treasury, and two years later he was made senior counsel.

From 1893 to 1908 he was Recorder of Salisbury.

Reports appearing in the Shanghai native press indicate that considerable discussion is taking place regarding the shape of a wonderful star which shines brightly every morning in the North East of Shanghai. Some who have seen the star claim that it is octagonal, and others that it is hexagonal, but all are agreed on its phenomenal appearance. Several native wiseacres see in this strange star a prelude to civil war.

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TRAFFIC SCANDAL.

SINGAPORE PROBLEM.

NEWSPAPER SARCASTIC.

The Singapore papers hammer away at the traffic problem. The Straits Times asserts that "in 99 cases out of 100, whatever may be said to the contrary, speed is the cause of accidents," and calls for a city speed limit. Meanwhile the pedestrian goes in jeopardy. We offer the following suggestion as a solution. I was sent by a wag to the authorities at Oregon, U.S.A., who thought it might be enacted into law. Pedestrians crossing streets at night shall wear a white light in front and a red light in the rear. Before turning to the right or left, they shall give three short blasts on a horn at least three inches in diameter.

When an inexperienced automobile driver is made nervous by a pedestrian, he shall indicate the same, and the pedestrian shall hide behind a tree until the automobile has passed. Pedestrians shall not carry in their pockets any sharp instrument which may cut automobile tyres.

In dodging automobiles, pedestrians shall not run more than seven miles an hour. Pedestrians must register at the beginning of each year and pay a licence fee of 5 dollars for the privilege of living. There shall be no rebate if they do not live the entire year.

Each pedestrian before receiving his licence to walk upon the streets must demonstrate before an examining board his skill in dodging, leaping, crawling, and extricating himself from machinery.

Pedestrians will be held responsible for all damages done to automobiles or their occupants by collisions. Putting the matter very plainly, traffic conditions are becoming a most serious scandal, and we draw the attention of the Government to the fact that it is playing into the hands of a dangerous class of agitators who are busy telling the masses that all laws are made by the plutocrats who possess motor cars and who do not care a snap what misery and alarm is caused to the lower classes. Years ago we urged the necessity of a speed limit at least within a two mile radius of the General Post Office. It would be a far better solution of the traffic problem than any complex schemes for going up one street and down another or all round Raffles Square when you only want to go along an eighth of it. The speeds permitted in Singapore are absolutely disgraceful. We make no claim to saintly moderation, but it is a fact that we are passed scores of times when travelling at twenty miles, even within a quarter of a mile of the post office, and as for motor cycles, folk do not seem to indulge in such things until they have decided that life is not worth living and that if you travel at forty miles an hour the chances of a painless death are far better than if you trundle along at say twenty-five. Seriously, the scandal is becoming too great, and the feeling among those who have to walk or to use a rickshaw is getting too bitter. It is grossly unjust to the mass of the population to allow such dangerous traffic. What we say without the slightest hesitation is that the conditions in Singapore are a disgrace to the governors of the city, that they are provocative of fierce class antagonisms, and that they would not be tolerated elsewhere. We claim reform in the name of the whole of the public. It is imperative—Straits Times.

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NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

Aug. 6.-C. & A.	S.S. Victoria
10.-A. O.	Taiwan
11.-P. & O.	Eastern
12.-S. Y. K.	Alma Maru
Sept. 1.-C. & A.	S.S. Hwah Piao
1.-N. Y. K.	Kangai Maru
2.-O. S. K.	Kangai Maru

JAPAN PORTS.

Aug. 6.-M. M.	Andre Lebo-
6.-O. S. K.	Indus Maru
6.-P. & O.	Jeppore
6.-N. Y. K.	Calcutta Maru
8.-P. & O.	Thesus
9.-P. & O.	Japan
11.-J. C. L.	Tidelet
12.-N. Y. K.	Nagato Maru
12.-M. M.	Paul Locat
17.-P. & O.	Ariston Apar
17.-P. & O.	Khiva
19.-B. F.	Lyacon
21.-N. Y. K.	Tango Maru
22.-P. & O.	Madras
31.-L. T.	G. & Co. Hungary
Sept. 1.-P. & O.	G. & Co. Hungary
1.-B. F.	Gregory Apar
4.-M. M.	Armada Belic
4.-P. & O.	Nankin
Oct. 7.-B. F.	Nelue
8.-B. F.	Teucer

AMERICAN PORTS.

VANCOUVER.

Aug. 12.-C. P. O. S.	Monteagle
12.-W. L.	West Ivan
19.-A. L.	City of Spokane
21.-O. S. K.	Alma Maru
22.-W. L.	Delight
22.-C. P. O. S.	Empress of Russia
Sept. 14.-C. P. O. S.	Empress of Japan
17.-D. L.	Merville Dollar
23.-C. P. O. S.	Empress of Asia
23.-D. L.	Harold Dollar
Oct. 9.-C. P. O. S.	Empress of Russia
26.-C. P. O. S.	Monteagle

VICTORIA.

Aug. 12.-W. L.	West Ivan
15.-N. Y. K.	Toyohashi Maru
16.-N. Y. K.	Kashima Maru
19.-A. L.	City of Spokane
21.-O. S. K.	Alma Maru
25.-W. L.	Delight
Sept. 11.-N. Y. K.	Fushimi Maru

SEATTLE.

Aug. 7.-S. & D.	West Ivan
10.-A. L.	Elkton
12.-W. L.	West Ivan
15.-N. Y. K.	Toyohashi Maru
16.-N. Y. K.	Kashima Maru
19.-A. L.	City of Spokane
21.-O. S. K.	Alma Maru
25.-W. L.	Delight
30.-B. F.	Talhybuis
Sept. 11.-N. Y. K.	Fushimi Maru
Oct. 6.-R. F.	Tydaureus
Nov. 29.-B. F.	Talhybuis
Dec. 30.-B. F.	Tydaureus

TACOMA.

Aug. 12.-W. L.	West Ivan
19.-A. L.	City of Spokane
21.-O. S. K.	Alma Maru
25.-W. L.	Delight

PORTLAND.

Aug. 22.-A. L.	Coaxet
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SAN FRANCISCO.

Aug. 6.-A. L.	Elkton
10.-D. L.	West Cadron
11.-P. M. S.	Venezuela
12.-C. M. S.	Kings
28.-C. M. S.	Nile
30.-J. P. L.	Arakan
Sept. 6.-T. K. K.	Shinyo Maru
8.-P. M. S.	Escudor
17.-T. K. K.	Paria Maru
24.-C. M. S.	China
30.-T. K. K.	Korea Maru
Oct. 8.-P. M. S.	Columbia

LOS ANGELES.

Aug. 6.-L. A. P. N.	West Montop
Sept. 15.-L. A. P. N.	West Hika
Oct. 10.-L. A. P. N.	West Hixton

VALPARAISO.

Via Japan, Honolulu, San Francisco, San Pedro, Balboa, Callao, Callao, Callao, Callao.
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Sept. 9.-T. K. K.	Anjo Maru
Nov. 8.-T. K. K.	Seiyo Maru
Aug. 9.-N. Y. K.	Pennang Maru
18.-O. S. K.	Mexico Maru

NEW YORK.

(Via PANAMA.)	
Aug. 12.-B. F.	Pak Ling.
15.-D. L.	Grace Dollar.
15.-A. L.	Saucon.
Sept. 9.-O. S. K.	Honolulu Maru.
12.-D. & Co.	Foremont Castle.
15.-A. L.	Cape May.
(Via SUZZ.)	

(Via Suez.)

Aug. 6.-B. F.	Pak Ling
26.-N. Y. K.	Alma Maru
Sept. 9.-B. F.	Hirmingham City
12.-B. F.	Ningchow
Oct. 1.-B. F.	City of Dunkirk

BOSTON.

Aug. 27.-B. F.	Hirmingham City
Sept. 20.-B. F.	City of Dunkirk

DURBAN AND CAPE TOWN.

(Via Durban, Agnes, Rio de Janeiro, Santos and Mauritius.)

Sept. 9.-O. S. K. Chicago Maru

MAURITIUS AND DELAGOA BAY.

Aug. 22.-L. & M. Lindsay Moller

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Aug. 9.-L. T. (D. & Co.) Filina

Sept. 3.-L. T. (D. & Co.) Innsbruck

Oct. 3.-L. T. (D. & Co.) Hungaria

GENOA.

Aug. 12.-J. M. Glentara

Sept. 11.-B. F. Bellerophon

Oct. 5.-F. B. Cyclops

Nov. 16.-F. B. Teucer

MARSEILLES.

Aug. 12.-P. & O. Lahore

Sept. 17.-M. M. Lahore

Oct. 19.-P. & O. Lahore

Nov. 16.-F. B. Teucer

LONDON.

Aug. 10.-N. Y. K. Atsuta Maru

12.-J. M. Glentara

12.-P. & O. Lahore

17.-B. F. Promethus

17.-B. F. Cania

20.-N. Y. K. Shidzuka Maru

23.-J. M. Glentara

26.-P. & O. Proteus

31.-B. F. Jeppore

7.-O. S. K. Alps Maru

10.-J. M. Glentara

14.-P. & O. Lahore

20.-B. F. Lycon

20.-E. L. Swaid

21.-B. F. Mentor

21.-O. S. K. Alps Maru

Oct. 6.-P. & O. Lahore

12.-B. F. Idomeneus

26.-B. F. Teucer

HAVRE.

Aug. 7.-B. F. Promethus

10.-P. & O. Lahore

14.-B. F. Almonous

17.-B. F. Cania

31.-B. F. Jeppore

7.-O. S. K. Alps Maru

14.-B. F. Achilles

16.-A. L. Easterling

21.-B. F. Mentor

Nov. 2.-B. F. Peleus

LIVERPOOL.

Aug. 14.-B. F. Almonous

20.-B. F. Bellerophon

20.-N. Y. K. Kanagawa Maru

Sept. 2.-B. F. Rhesus

11.-B. F. Cyclops

Oct. 5.-B. F. Euryalus

Nov. 2.-B. F. Peleus

16.-B. F. Teucer

ANTWERP.

Aug. 10.-N. Y. K. Atsuta Maru

12.-J. M. Glentara

15.-A. L. West Campgaw

20.-N. Y. K. Shidzuka Maru

31.-B. F. Proteus

Sept. 6.-J. M. Glentara

7.-O. S. K. Alps Maru

14.-B. F. Achilles

16.-A. L. Easterling

21.-B. F. Mentor

25.-O. S. K. Alps Maru

Oct. 26.-B. F. Teucer

EXCHANGE.

Hongkong, August 4, 1920.

On London Bank Wire ... 4-1/2

On demand ... 4-1/2

On 30 days sight ... 4-1/2

On 4 months sight ... 4-1/2

On 6 months sight ... 4-1/2

On 9 months sight ... 4-1/2

On 12 months sight ... 4-1/2

On 15 months sight ... 4-1/2

On 18 months sight ... 4-1/2

On 21 months sight ... 4-1/2

On 24 months sight ... 4-1/2

On 27 months sight ... 4-1/2

On 30 months sight ... 4-1/2

On 33 months sight ... 4-1/2

On 36 months sight ... 4-1/2

On 39 months sight ... 4-1/2

On 42 months sight ... 4-1/2

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On 51 months sight ... 4-1/2

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On 318 months sight ... 4-1/2

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On 324 months sight ... 4-1/2

On 327 months sight ... 4-1/2

On 330 months sight ... 4-1/2

On 333 months sight ... 4-1/2

On 336 months sight ... 4-1/2

On 339 months sight ... 4-1/2

On 342 months sight ... 4-1/2

On 345 months sight ... 4-1/2

On 348 months sight ... 4-1/2

On 351 months sight ...

WEATHER REPORT.

July 4d. 11A. 45m.—No returns from Japanese stations.

Pressure changes are everywhere slight, a defect from normal remaining general over China. Indications of a typhoon to the N.E. of Luzon are not present this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.23 inch. Total since January 1st, 72.45 inches, against an average of 53.57 inches.

Forecast for the 24 hours ending at noon on July 5th.

1.—Hongkong to Gap Rock. S. and S.W. wind, fresh; cloudy, squally, showery.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

RYAL OBSERVATORY.

HONGKONG, DAILY WEATHER REPORT.

AUGUST 4, 1920.—A.M.

Station.	Barometer. at Sea Level.	Thermometer. Temperature.	Humidity.	Direction.	Force.	Weather.
Yokohama	30.29	67	78	NNE	3	0
Yamato	30.29	67	78	NNE	3	0
Yokohama	30.29	67	78	NNE	3	0
Kobe	30.29	67	78	NNE	3	0
Osaka	30.29	67	78	NNE	3	0
Kyushu	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
Swatow	30.29	67	78	NNE	3	0
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Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
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Swatow	30.29	67	78	NNE	3	0
Shanghai	30.29	67	78	NNE	3	0
Amoy	30.29	67	78	NNE	3	0
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